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AND

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MARRIAGE.

On the 12th of February, 1896, at the French Consulate, San Francisco, and afterwards at the residence of the bride, 1,216, Geary Street, by Justice Cook, JULES REMUSAT, of the I. M. Customs, China, second son of the late Jean Remusat, of Shanghai, to EDNA, only daughter of Dr. and Mrs. J. SANGER, of Shanghai, China.

DEATHS.

At Yokohama, on the 26th March, 1896, PHILIPP BERNHARD SCHMACKER, aged 44 years. [804]
At Nagasaki, on the 17th of March, 1896, Mrs. SARAH ELIZABETH HASKELL, of Boston, Mass., relict of the late Geo. L. Haskell.

ARRIVALS OF MAILS.

The French mail of the 28th February arrived, per M. M. steamer *Saghalien*, on the 28th March (29 days).

EPITOME OF THE WEEK.

From the *Mercury* we learn that work began on the Tientsin-Peking railway on the 15th March.

Plague cases continue to occur at Hongkong at the rate of about half-a-dozen per day. Patients are now permitted to leave for Canton under official regulations.

A dividend of sixpence per share has been declared by the Raub Australian Gold Mining Co., Limited.

The Korean Government is reported to have decided to dispatch Min Yong-kwan as special ambassador to Russia to attend the coronation of the Czar.

It is reported at Canton that Wuchow is to be opened as a treaty port at the end of April, but we are not in a position to say whether the report is well founded or not.

The Hon. C. P. Chater's letters to the Governor on the extension of the frontiers of Hongkong have been published in the annual report of the China Association.

It is stated that the Japanese authorities have decided to construct a railway line between Kelung and Anping, a distance of 260 miles, at an estimated outlay of 10,000,000 yen.

Notices have been posted at Canton inciting to an anti-foreign riot in consequence of the introduction of a scheme of harbour regulation and control of the boat traffic on the river.

An order has been issued to the Governor of Kwangsi to take prompt steps for the construction of a railway to connect with the French railway from Phulangthuong to Langson.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following cable from the manager at the mine:—"The output for March will probably be 600 ozs."

The N. Y. K. steamer *Tosa Maru*, which has been put on the line to Europe, is to receive a subsidy from the Japanese Government of about \$90,000 per voyage, which will pay for the coal she consumes.

It is reported that Sir Robert Hart is about to make a tour of the treaty ports and light-houses. His health has lately been rather indifferent and a voyage has been recommended by his medical advisers.

We are informed that the new Chinese 5 per cent. sterling loan will probably be issued in London on the 31st March, closing on the 1st April. Issue price 98½. The loan will be inscribed at the Bank of England.

Li Hung-chang is a passenger for Europe by the present mail. He declined to land at Hongkong, giving as his reason fear of the plague, but it is believed that the consciousness of his unpopularity amongst the Southern Chinese and fear of a hostile demonstration may have influenced him in his decision. The Governor had made preparations to entertain His Excellency at Government House.

We are informed by the Manager of the Chartered Bank of India, Australia, and China that the following telegram has been received from the London office:—"At the approaching meeting of shareholders of this Bank the directors will recommend a dividend for the past half year at the rate of nine (9) per cent. per annum free of income tax, which makes 8 per cent. per annum for 1895, and carry to reserve fund £25,000." The latter will then stand at £350,000.

The proposed establishment of a cotton mill at Shanghai by a Japanese Company has been abandoned, the reason given being the uncertainty as to the taxation to which the raw cotton coming from the interior for the Shanghai mills may be subjected.

A Tokyo press despatch of the 18th March says:—The negotiations at Peking concerning the Japan-China Commercial Treaty proceed very slowly. One-fourth of the Treaty has not yet been completed. It is rumoured here that the Japanese plenipotentiary has given way on many points with the hope of coming to a settlement.

The *China Gazette* says:—We learn on good authority that the China Merchants S. N. Company will pay 20 per cent. to shareholders for the year 1895. The dividend will be paid in hard cash in a few days. This is encouraging to local shipping enterprises working in the same field and no doubt the recent rise of the Indo-China Co.'s scrip is due to similar great expectations as to the result of the past year's working, which, judging by the C. M. Co.'s performance, ought to be the best on record.

The sanitary measures being carried out in Hongkong have led to a great number of women and children leaving the colony and the diminution in the attendance at the schools has been officially brought to the notice of the Government by the school managers. The exodus is caused partly by dislike to the cleansing operations and house to house visitation themselves and partly by the fact that the requirements as to air space in dwellings now insisted upon has raised the price of lodging accommodation to such an extent that the poorer classes of workmen cannot afford to keep their families in the colony.

An Osaka journal observes that the need for more docks in Japan is being increasingly felt. There are only two private dockyards in the country, namely at Kobe and Nagasaki. The Yokosuka docks are only open to privately owned vessels by special permission of the Government. With the release of the transports, both the private dockyards are full, and shipowners have to possess their souls in patience or send their vessels to Hongkong for repair. In connection with this subject it may here be remarked that docks are projected for Yokohama, Uraga, Hakodate, Awaji, Osaka, Kobe (extension of Kawasaki), Nagasaki (extension of Mitsu Bishi), and Toba.—*Kobe Chronicle*.

An Imperial decree has been received at Shanghai, we learn from the *Mercury* ordering adequate honours to be bestowed upon the late Liu Ming-chuan, for many years Governor of Formosa. He is to be made a Grand Guardian of the Heir-Apparent and is to have a posthumous name, his achievements during his campaign are to be kept on record in the Academy of National History, where his services have been most notable; temples are to be erected for his worship, his elder son is to be made a Ku-jen, with permission to compete for higher honours at the cosmopolitan examination at Peking every three years; his second son is to be made a Secretary to one of the Boards, an official of the fifth rank, and his grandson is to have official rank of the same order.

THE LEKIN QUESTION AND IMPORT DUTIES.

When LI HUNG-CHANG passes through Hongkong the Chamber of Commerce, or the China Association, or individual merchants, may possibly seek an opportunity of laying before His Excellency their views as to the extension of foreign trade and intercourse with China. We believe, too, that one of the pleasures to which His Excellency looks forward in connection with his trip to Europe is an interview with Lord SALISBURY and an interchange of views with that distinguished statesman. In order that these conferences may lead to useful practical results it is necessary that some method should be observed, and it would be well, we think, if the Chamber of Commerce or the China Association, or both, were to lay before Lord SALISBURY their views as to what is really required, taking advantage at the same time of Li's passage through Hongkong to themselves urge those views upon His Excellency. The first desideratum to be urged is the entire sweeping away of lekin and the granting of full liberty to foreigners to trade in the interior. There is a growing feeling amongst merchants, we believe, that they would gladly assent to some increase in the import duty if in return lekin charges were completely abolished. The change would be to the advantage of the Chinese Government as well as to that of foreigners, for the lekin collectorate is a most wasteful institution and of the large sums yearly collected by it but a small dribble becomes available for *bona fide* public purposes, most of the money being lost by speculation. The Chinese Government was reported some time ago to have itself become convinced of the wastefulness of the lekin system, and although we have little confidence in any spontaneous reform taking place in the country it is possible that the Government might be found at present in a humour to yield to judicious representations made by foreign Governments on the subject if coupled with the offer of substantial collateral advantages. The difficulty in assenting to any increase of the import duty, however, is the want of confidence in the integrity of the Central Government and in its ability, even if the wish existed, to prevent the provincial officials levying illegal squeezes under another name to make up for the loss of lekin, in which case there would be no compensating advantage for the increase in the import duty. The question therefore is whether any guarantee could be established for the honest carrying out of the agreement if one were arrived at. The Opium Agreement has worked satisfactorily and affords some *prima facie* reason to believe that foreign goods in general might under appropriate conditions be protected from all illegal levies. An understanding that in the event of the agreement being violated by the Chinese the increased import duties should forthwith cease to be payable by foreigners would in itself form a material guarantee and would ensure the Peking Government's keeping a check on the provincial Governments, as it has done in the case of the Opium Agreement, in connection with which it has on more than one occasion had to issue peremptory orders to its satraps to restrain their squeezing propensities. Another guarantee might be the appointment of Consuls to reside in the interior and the granting of permission to foreigners to establish themselves in business wherever they desired. Practically the same suggestion has been made by the Shanghai Branch of the China Association, which,

in a letter to the parent Association dated the 10th April last, wrote as follows:—

"Experience has demonstrated that the opening of certain ports in China to foreign trade has been eminently beneficial to the country at large. It is, therefore, suggested that all British subjects shall have the right to reside in any part of the country, and to trade and establish themselves in such places as they may select, under such regulations as may be found necessary."

"The extension of commercial intercourse suggested in the preceding paragraph and the better enforcement of trade regulations will render distinctly advantageous the creation of a Board of Control with appropriate authority. For this purpose Her Majesty's Consul-General in Shanghai should be appointed Superintendent of British trade in China; and, in conjunction with a Commissioner appointed by the Chinese Government, be empowered to compel observance of, and ensure the enjoyment of privileges conferred by, the provisions of the commercial treaty. The performance of this duty by the British Consul-General would be entirely at variance with the exercise by him of judicial functions as Chief Justice or Assistant Judge of the Supreme Court of Great Britain in China. The separation of the two offices would, therefore, be imperative."

"To secure the harmonious working of the commercial treaty and the safety of person and property of British subjects under the extended privilege of travel and residence, and to exercise an efficient check upon corruption and mal-administration on the part of Chinese provincial and district officials, a necessity would arise for the appointment of additional British consular officers, to reside at the seat of Government of each province; to be endowed with special power to act in the interests of British commerce, and to be in continuous communication with and under the direction of the Superintendent of British trade in Shanghai."

It is possible that under some such system as that suggested in the above extract it might be deemed reasonably safe to assent to an increase in the import duty on the condition that lekin and octroi of all descriptions were entirely abolished.

THE EXTENSION OF THE COLONY'S BOUNDARIES.

One of the appendices to the annual report of the China Association contains the correspondence with reference to the proposed extension of the boundaries of Hongkong. On the 20th September, 1895, the Hongkong Branch telegraphed to the General Committee:—"China Association much pleased with the position taken by Prime Minister regarding Kucheng massacre. Hope settlement come to will include extension boundaries Hongkong and opening West River." On the 25th September this was followed by a letter, enclosing two letters addressed by the Hon. C. P. CHATER to the Governor, to which the attention of the home Association was called, with the remark that "some such extension as proposed by Mr. CHATER has, in the opinion of both naval and military experts, become essential for the protection of Imperial and Colonial interests, and officers of both services have at different times during recent years advocated the adoption of such a measure. The colony's strength as a naval and military position, though primarily a local

question, has a much wider significance, and would in the event of war no doubt become an important factor in connection with the large commercial interests attaching to the different treaty ports throughout China." The first of Mr. CHATER's letters is dated as far back as November, 1894, but its arguments are as sound to-day as the day they were penned. His second letter is dated the 16th September, 1895, and its special object was to call His Excellency's attention to, and to ask him to urge upon Her Majesty's Government, the immense importance of taking advantage of the very favourable circumstances that existed at that moment for obtaining from the Chinese Government the trifling extension of territory so urgently needed. The special circumstances alluded to were the demands to be made upon China for satisfaction in respect of the Kucheng massacre. On the 5th December the home Association replied to the effect that the views of the Hongkong Branch had been clearly laid before Her Majesty's Government, and that the strategic importance of the position was unquestionably appreciated, though the assurance that it could be promptly occupied in case of need, and an impression of the cost of immediate fortification, might indispose the authorities to perceive the urgency, which is more apparent to the community of Hongkong.

In another column we reproduce the first of Mr. CHATER's letters, to which we would invite our readers' attention. It is an excellently written and well reasoned letter and the hon. gentleman merits the thanks of the public for the service he has rendered. The abstract importance of the extension he advocates appears to be recognised, according to the reply of the home Association, but the cost of fortification and the assurance that the territory could be promptly occupied in case of need "may indispose the authorities to perceive the urgency, which is more apparent to the community of Hongkong." This, then, is the point to which attention must be now directed, to convince the Government of the urgency of the question. As Mr. CHATER truly says, it is a case of now or never, or at least it is one in which delay may be dangerous. Certainly no more favourable time than the present will ever occur for making the demand for the rectification of our boundaries. We do not look for any immediate increase in China's strength, but it is well within the bounds of possibility that twenty years hence she may be in a very different position from that she occupies to-day, and she might be proportionately less inclined to entertain overtures on the subject; moreover, she might form alliances inimical to British interests and her opposition to our request might receive the support of her allies. If, therefore, the abstract importance of securing a rectification of the frontiers is recognised the sooner practical effect is given to it the better. As to the cost of fortification, it may be pointed out that, so far as the extension on the Kowloon side is concerned, the new territory to be incorporated in the colony's possessions would under British rule probably become an important industrial centre yielding a not inconsiderable revenue, which would contribute its percentage to the military contribution. As to leaving the occupation until an actual emergency arose, we might find then that we were forestalled by some one else, or unexpected difficulties might be thrown in the way. The time of peace is the time to prepare for war, and, in the present instance, the importance of preparation is easily perceivable, for when hostilities actually broke out there

would be little time to make the necessary roads to facilitate the movement of our troops and enable a small force to keep watch both on Mirs Bay and Deep Bay. From every point of view, therefore, prompt action is desirable, and the local Branch of the China Association will no doubt do its best to win Sir CLAUDE MACDONALD over to this way of thinking during his approaching passage through this colony on his way to take up his new appointment as British Minister at Peking.

THE DEFENCES OF THE COLONY AND ROAD-MAKING.

It is now generally recognised that the defences of Hongkong have become inadequate, having regard to the strength of the fleets of other nations recently maintained in these waters and the facility with which a large body of troops might be landed on the south side of the island. When the last outcry was made on the same subject, some ten or twelve years ago, attention was given to the representations made and the defences were increased, but this was followed by a doubling of the military contribution. That was rather calculated to damp the zeal of the colonists in the good cause, for if an agitation for placing the colony in an efficient state of defence were to be held as equivalent to an agitation for doubling the military contribution it would not be likely to find favour with the taxpayers. Ultimately the United Kingdom is responsible for the safety of the colony, or, if the island should temporarily fall into an enemy's hands, for securing the indemnification of the inhabitants when the final settlement comes to be made; and under the old arrangement it might be urged that if the home Government was so blind as to neglect the defences that was their affair, not ours, if we were to be mulcted in huge sums for opening their eyes. Now, however, a *modus vivendi* has been arrived at which, if not altogether satisfactory in principle and still wanting some adjustment as a matter of account, nevertheless practically does away with the conflict of interests. The colony has to pay to the home Government seventeen and a half per cent. of its revenue whatever happens and it is now at liberty to agitate for an efficient defensive service without any fear that the agitation will lead to an increase in the military contribution.

It is absolutely necessary that the south side of the island should be defended, for that is now our vulnerable point. With the existing batteries there would be little chance of any hostile fleet forcing either the eastern or western entrance to the harbour, but the whole of the south side of the island lies open to attack and the enemy's ships would be able to shell the various hill passes so as to render them untenable by the defending force. The way would then be open for the enemy's land forces to descend upon the town and to attack the forts at Lyemun and Belchers from the rear. We may suppose that it would not be quite a walk over for the enemy and that even with our existing means we would be able to interpose various obstacles to the carrying out of the above programme. Nevertheless the colony cannot consider itself secure until it has forts on the south side of the island capable of engaging any hostile fleet which might be approaching with the object of landing troops. On the Kowloon side the possession of the territory between Mirs Bay and Deep Bay is essential. These are matters of the utmost moment to the colony and which ought to be agitated with all the force of which it is capable. At

home a League has been formed, the well known Navy League, with the object of keeping the nation alive to the importance of maintaining its naval supremacy. It seems to us that in Hongkong there exists even greater necessity for the formation of a Colonial Defence League to keep prominently in view of the Government our local requirements; unless, indeed, the work may be safely left to the China Association, which has already actively interested itself in the question of securing an extension of the colony's boundaries.

But, over and above the means of defence for which we must look to the army and navy, there is one matter in which the colony can help itself, contributing at the same time to the increased efficiency of the garrison and to internal development. We refer to the improvement of the existing means of communication by the opening up of new roads and the introduction of tramways. Suppose, for instance, that an attack in the neighbourhood of Telegraph Bay were signalled and after the bulk of the garrison had been assembled there it was discovered that it was only a feint and that the real attack was being made at the eastern end, a tramway would be of invaluable assistance in facilitating the movement of troops. The tramway question, however, must be left in abeyance until the completion of the Praya Reclamation, when we will have good roads permitting of the construction of a tramway from Kennedytown to Quarry Bay, to be extended ultimately, it is to be hoped, to the south side of the island. In the meantime the question of hill roads ought to receive attention. It is important that Victoria Gap, Magazine Gap, Wanchai Gap, and Wongneichong Gap should be in easy communication so that in the event of an attack by land the defending force might be able to move freely from one to the other as occasion might require. From Victoria Gap to Wanchai Gap there is already a serviceable road, but on the south side of the hill and open to the fire of the enemy's ships. From a military point of view a road on the north side, out of range from the south, would possess great advantages and it would, moreover, be valuable for municipal reasons, opening up as it would new building sites and bringing the existing houses at Magazine Gap into communication with the Peak tram. We know the profit that resulted to the colony from Mr. PRICE's activity in making hill roads and similar results might be expected if the activity were renewed under the present administration of the Public Works Department.

THE EXODUS OF CHINESE AND OVERCROWDING.

The exodus of Chinese from the colony in consequence of the plague and of the sanitary measures taken to eradicate the disease has caused a diminution in attendance at the various schools of the colony, and on Thursday the matter came before the Sanitary Board in that connection. Incidentally the question of housing the poorer classes was introduced. The latter point possesses the greater practical importance, but it will be convenient first to notice the other. It is natural that the managers of schools should view with regret the diminution in the attendance, as this retards education and also interferes with the grants earned. On the other hand the Secretary of the Sanitary Board in his minute says that in most countries school attendance diminishes when a violent infectious disease is known to be

prevalent, that under such conditions it is a wise step to close the schools, and that the parents of the children are if anything to be commended for removing their children to what they consider places of comparative safety. The advisability of closing schools is, however, a moot point. The question was considered during the epidemic of 1894 and it was then decided that the Government schools should be kept open as long as there was any attendance at all, the main argument in favour of that course being, we believe, that it was better for the children to spend their days in the healthy atmosphere of the schools than at their own homes or running wild in the streets; but it is clearly a wise step for those parents who can afford to do so to remove their children altogether beyond the reach of infection.

It is alleged, however, that the exodus of women and children from the colony is caused, not so much by fear of the plague as by the sanitary measures that are being enforced by the Government. There appears to be an impression amongst the native teachers that those measures are carried out with unnecessary harshness, and the European school managers, while not directly confirming the justice of that impression, ask in effect whether anything can be done to modify the measures or the manner of their enforcement. The reply of the Secretary of the Sanitary Board and the Medical Officer of Health is that the measures being taken are essential and that they are being enforced with all possible consideration. As to the necessity of the measures there can be only one opinion. We have plague amongst us and every possible precaution must be taken to prevent its spread. We are forewarned and it would be criminal negligence if we were not also forearmed. The recollection of what the colony passed through in 1894 is still vivid with all of us. In that year the existence of the disease was not officially recognised until the month of May, although there is reason to believe that it had been in existence in the colony for a month or two previously and that had measures to prevent its spread been adopted earlier the epidemic might not have assumed such alarming proportions. What may happen in the present year we cannot tell; the disease may again get a grip on the colony notwithstanding all the precautions taken; but it is a manifest duty to neglect no possible measure to prevent it. As to the complaints of unnecessary harshness in carrying out the sanitary measures decided upon, we believe there is no substantial ground for the complaints. That the cleansing operations cause a great deal of inconvenience and in some cases loss and suffering there can be no doubt; but that is inevitable. Where illegal cubicles and cocklofts have to be torn down the domestic arrangements of the families occupying the houses are interfered with and to poor persons the loss of the material composing the partitions, which they have counted amongst their assets, is a consideration. The actual suffering, however, is intensified by unnecessary alarm, and Mr. EDE's suggestion that a proclamation should be issued explaining matters to the people might be acted upon with advantage. All these things would work much more smoothly if there were a better understanding and more sympathy between the Government and the people, and with a larger measure of representation that would be secured.

The exodus of women and children of the Chinese population is not caused altogether by unreasonable dislike to the cleansing operations, but also by the fact that the regulations as to air space and the removal of cocklofts,

etc., have, as the Rev. T. W. PEARCE remarks in his letter, rendered impossible family life on the same scale as before, owing to the greater cost of house accommodation; men remain, but their families depart. Mr. PEARCE suggests that the time has come when the Government should consider the question of housing the working classes, and Mr. EDE and the Acting Captain Superintendent of Police concur with him. The question is a large one, but must be dealt with soon. One of the greatest measures of relief would be the opening up of the eastern and western districts by bringing them into easy communication with the centre of the town by means of tramways.

THE PEKING-HANKOW RAILWAY.

That China will some day have a railway system of her own can hardly be doubted, but it is equally certain that, if the Chinese are left to make them, it will be a very long time indeed before even the first two or three trunk lines are constructed. Several years have passed since the scheme for a trunk line to connect the capital with the great cities of Central China and Canton formally received the Imperial sanction, but it is problematic whether this line would have been commenced during the expiring century had not the castigation administered by Japan somewhat stirred the sluggish pulses of the Peking mandarins. The result, after much more deliberation and fresh edicts, is that work was actually commenced on the Tientsin-Peking Railway on the 15th March, and an edict has been issued ordering the construction of the Peking-Hankow Railway. It is true that the funds for the latter do not appear to have, as yet, been either subscribed or even guaranteed, but it is tolerably clear that the Peking Government have reason to believe they will be forthcoming, and in that case the line will eventually be built. In this edict it is stated that a Taotai named HSE YIN TS'ANG, a native of Kwangtung, a man of energy and ability, has informed the Imperial Government that he has already obtained promises of capital to the extent of more than ten million taels, and he is accordingly appointed manager and instructed to find capitalists to subscribe to the railway among native merchants and others. Judging from this document, a translation of which has been published by a Shanghai contemporary, it would seem as though the scheme is in a fair way to become an accomplished fact unless the higher officials, jealous of the power and opportunity to squeeze conferred upon Hse, intervene to baulk the enterprise and upset his plans.

The prospectus of the proposed railway is also given by our contemporary, and is essentially Chinese in style. The shareholders, who are to be drawn from the mercantile class, are to subscribe the entire capital, and the Government will incur no responsibility in case of loss. The capital of the Railway Company is to be fixed at Tls. 30,000,000, divided into shares of Tls. 100 each, but presumably the Company would be at liberty to increase this if found insufficient, though there is no provision for the issue of debentures. All the expenses of the railway are to be borne by the Company, and they will not be required to render an account thereof to the Government. It is noteworthy that a special clause in the prospectus provides for immunity from official interference. It reads as follows:—"The officials shall not appoint deputies or weiyuens, and thus make unnecessary expense." This looks rather as though

some merchants who have had experience of the way the Tanchow and Taiyushan Mines were saddled with the salaries of useless and squeezing weiyuens had had a voice in the compilation of this prospectus. It is agreed by the Government that the land required for the track and for stations, yards, sheds, &c., if public land shall be surrendered to the Company, and land which is private property shall be acquired by purchase at a price to be fixed by the officials. The land thus obtained by the Company will be required to pay the usual land tax only, but will be exempt from other charges or taxes. The rolling stock and other materials required, are, after importation, to be free of lekin and other duties. The director and sub-director of the Company are to be selected by the shareholders from among those holding the largest amount of stock. All matters requiring discussion are to be brought before the shareholders at their meetings. From the foregoing it will be apparent that the projectors of the Company have stipulated for freedom from official interference, and the power to manage and work the line as a business enterprise. On no other conditions could Mr. Hse or anyone else extract the money from the purses of Chinese merchants. They know too well that, if the officials obtained the management, there would be no possibility of any profits to divide, and that the scrip would soon be valueless.

But though the Government have made these important concessions to the Company, probably because there was no choice unless they made it a State undertaking and furnished the capital from the Imperial treasury, they have taken care to insert some stipulations which plainly indicate the motives which impelled them to sanction the project. Thus one clause of the prospectus provides that "in case of war, for the time being, the road shall be at the exclusive disposal of the officials, and all other traffic shall, if necessary, yield to this, and the interest on the capital and all the wages of the employees, and the cost of coal, &c., shall be paid for such time by the Government." It is also stipulated that all despatches from the different provinces, and all memorials shall be carried free of charge. This is not a very onerous condition; but the one that follows, namely, that in time of war all soldiers and military stores, &c., shall be carried at half the usual rates, is more serious. The Company, however, will hope for the preservation of peace, and will therefore not lay too much stress on the likelihood of the railway being converted into a military one. The existing line from Tientsin to Taku and Shan-hai-kwan suffers to a considerable extent from the privileges accorded to soldiers and officials. It is alleged that a great deal of trickery and evasion is practised by these gentry, who frequently induce other passengers to travel as their servants or dependents and to pay them a reduced fare instead of taking an ordinary ticket at starting. But the Company to be formed to construct the Grand Trunk Railway may possibly be able to prevent these impositions. The fourteenth clause of the prospectus contains a condition the importance of which we should have thought ought to have induced the promoters to get it made extremely definite instead of being, as it is, most indeterminate. Referring to the question of when, if at all, the railway should be turned over to and become the property of the Government, it is laid down that, following the usual custom in other countries, it shall revert to China, i.e., the Imperial Government, "after a definite

term of years, to be determined by the shareholders and approved by the Government." Suppose, however, that the shareholders should name nine hundred and ninety-nine years as the term for which they consider the railway should belong to the Company, what would the Government say? It may be that the projectors have some understanding with the Government as to the period at which the line should become the property of the State, but in any case it would have been necessary to state this had the prospectus been addressed to British subscribers. It is interesting to find it definitely stated in the last paragraph that it is first proposed to construct the line from Hankow to Lu-koo-chiao, a few miles from Peking, and subsequently it will be extended from Hankow to Canton. If the Government really possessed any energy they would build this line themselves, and commence the two sections simultaneously. But Peking has neither the energy nor the funds, and hence this admittedly important national work is to be entrusted to a private joint stock company, which may find all sort of difficulties in their way, notwithstanding the apparent determination of the Government to render them assistance in the work.

THE IMPORT TRADE OF CHINA AND THE SILVER QUESTION.

The valuable report of Mr. H. KORSCH, the Statistical Secretary of the Imperial Maritime Customs, on the trade of China for last year gives a very encouraging view of the commercial position in so far as the aggregate trade is concerned. The remarks on the import of manufactured goods from gold using countries may, however, give the advocates of the gold standard cause for reflection. Trade varies from year to year according to passing circumstances and it is more or less unsafe to draw definite conclusions from the limited data afforded by a comparison of one particular year with its predecessor, but when we extend the comparison over a decade and find a persistent tendency in one direction we may with some confidence pursue an inquiry into the cause. Mr. Korsch takes seven leading lines of cotton goods and shows by figures that there has been an annual shrinkage in their import of over a million pieces per annum during the five years 1891-95 as compared with the previous five years. This is assigned to the increased silver cost, the advance during the decade being over twenty-seven per cent. This increase in the cost of foreign goods has stimulated the hand weaving industry to an enormous extent, and a "remarkable expansion is observable in the demand for Nankeens, which are required by Chinese labourers abroad, who now find it as cheap to buy this more durable homespun cloth as the flimsy European fabrics so enhanced in price by the appreciation of gold. This explanation accounts for the large shipments, which attained 36,600 piculs, valued at Hk. Tls. 1,343,000, as compared with less than half that quantity in previous years." The same cause that has stimulated the hand weaving industry in China has also, now that the importation of machinery has been legalised, led to the establishment of fully equipped manufactories, of which Mr. Korsch says that during 1897 there will probably be eighteen or twenty in operation at Shanghai. It is true that last year there was an increase in the demand for imported cottons, and as the decline in exchange seems to have come to an end and the rate is now more likely to rise than to fall we may look

for a continued improvement in the demand for those classes of goods which China is unable to supply herself with. Equilibrium between the relative purchasing powers in the East and the West of gold and silver respectively will in course of time be re-established by natural causes. Until recently a dollar in China possessed practically the same value as it had had since time immemorial, whereas in the West its value had been diminished by one half; but there seems now to be some indication that silver is falling in China, whereas it is rising again in Europe, and a common value will no doubt in course of time be arrived at. In the meantime the temporary dislocation has given an immense impetus to manufacturing industry in Asia, with a permanent loss to Europe of a valuable trade in various staples. Some compensation for this is to be found in the increased trade in machinery, and, with the further opening up of China the aggregate value of her foreign trade, both in imports and exports, is bound to increase. One remark of Mr. KOPSCH's has a special interest for us in the South, now that we are on the eve of the establishment of steam navigation on the West River. The paddy crop in Kwangtung last year was a small one and food stuffs had to be largely imported to supply the deficiency. *A propos* of this Mr. KOPSCH says:—"That the province of which Canton is the capital can pay over twenty-five million taels for food products without any unusual distress or scarcity being heard of speaks marvels for the resources of South China."

SUPREME COURT.

25th March.

CRIMINAL SESSIONS.

BEFORE HON. W. M. GOODMAN (ACTING CHIEF JUSTICE.)

THEFT BY A QUARTERMASTER.

Mahomed Said was charged with stealing \$160 belonging to William Wodney, chief officer of the *Tsinan*.

Hon. H. E. Pollock (Acting Attorney-General) prosecuted, and the prisoner, who pleaded not guilty, was undefended.

The following jury tried the case—Messrs. J. B. E. Silva, O. Ribeiro, G. W. G. Harling, J. A. Remedios, R. T. Wright, F. C. Wilford, and E. A. Silva.

Before the evidence was heard his Lordship spoke about the non-attendance of the witnesses in the case on the first day of the sessions. They had been bound over to appear at the sessions, but when the Court assembled it was stated that the witnesses had gone away to Australia in the *Tsinan* and would not be back until yesterday; consequently the case had to be adjourned. His Lordship, addressing the chief officer, said that some judges would have estreated the recognizances of the witnesses, and it must be clearly understood that people had no right to leave the colony when they were bound over to appear as witnesses. If an application had been made to his Lordship he would certainly have allowed the witnesses to leave, but it was not respectful to the Court to leave without permission. The chief officer had no doubt acted unintentionally, and his Lordship hoped the warning would be borne in mind in future.

The prisoner was a quartermaster on the *Tsinan* and on the voyage from Australia to Hongkong the chief officer missed \$160 from his cash box, which was locked in a drawer in his cabin. This was on the 6th February and it turned out that a boy had seen the prisoner put his hand into the drawer and he afterwards changed some of the notes into sterling.

Prisoner was found guilty and his Lordship sent him to gaol for two years with hard labour.

This concluded the business of the sessions.

26th March.

IN BANKRUPTCY.

BEFORE HON. W. M. GOODMAN (ACTING CHIEF JUSTICE).

RE EDWARD FRANK BIRCHAL.

This was an application for discharge. Mr. E. J. Grist appeared for the bankrupt.

His Lordship—In this case the debtor applies for his discharge in accordance with the order of the Court fixing to-day for the hearing of his application. The debtor was adjudicated bankrupt on the 6th ultimo. His liabilities appear from his statement of affairs to amount to some \$16,000, but creditors have only sent in proofs to the amount of \$9,000, and his assets as realised up to the present time amount to something under \$1,800. The debtor appears to have started in business in Hongkong in July, 1894. He states he then had goods of the value of \$10,000 consigned to him by Villa y Lopez of Barcelona. These goods were disposed of in Manila, but at a loss. His business seems to have been carried on most unsuccessfully, and he filed his petition on the 17th of December last. It would seem therefore that his financial position on that date was some \$24,000 worse than when he started business the previous year. He attributes his failure to the necessary expenses incidental to the starting of a new business and to losses on charters; the outbreak of plague in 1894 having greatly increased his difficulties in establishing a new business upon a profitable basis. He also alleges that the publication in Hongkong of an express by Messrs. Villa y Lopez of Barcelona repudiating their connection with him in business in this colony shattered all his hopes of retrieving his losses. I do not think that in his position he was justified in renting a house like Ravenshill at a rental of \$100 a month and incurring family expenses for himself and his household of another \$500 a month which he says he did incur. I will express no opinion, in the absence of full explanation by the Barcelona firm, as to whether the publication of the express was justifiable or not. At all events, a person recommended to them by the bankrupt in Manila seems to have caused the Barcelona firm some heavy losses and they may, not unreasonably, have desired promptly to close all business connections with the bankrupt, whatever the nature of those connections may have been. The bankrupt appears, on a previous occasion, to have been concerned in the business of Robinson and Legarda at Manila, which proved a failure and was liquidated in 1884. I must say that I cannot regard with satisfaction the way in which the business was carried on in Hongkong; but I am informed by the trustee that, since the debtor filed his petition, he has rendered every assistance in collecting the assets and, so far, his conduct has been satisfactory. Section 27 of the Bankruptcy Ordinance, sub-sect. 3, requires me either to refuse an order for his discharge or to suspend the operation of that order for a specified time, because it is clear that the dividend which will be paid on the proved debts will be much less than fifty per cent. In all the circumstances I am of opinion that the justice of the case will be met by suspending operation of the order of discharge for a period of six months.

MR. JOHN ANDREW'S CASE SETTLED.

The *Hongkong Telegraph* publishes the following extracts from letters received from Mr. John Andrew, which have been forwarded to our contemporary by a correspondent at Canton:—

EXTRACT NO. 1.

"Wuchow, 17th March.

"I am preparing to leave. Everything has been settled in my favour, and I expect to sail for Canton on the 19th instant. It may take me six days to get down to Canton, for I have a lot of cargo and can't manage to charter a launch."

EXTRACT NO. 2.

"Wuchow, 20th March.

"I am leaving this on the 22nd. My cargo is all discharged and I am busy taking in a quantity of native opium. I shall probably be with you on the morning of the 28th instant."

THE "FREJR" ASHORE AT CAPE CAMI.

Late on Sunday night Mr. A. R. Marty received a telegram stating that the *Frejr* was ashore in a bad position three miles from Cape Cami. The *Frejr* was chartered by Mr. Marty and was on a voyage from Pakhoi to Hongkong. She left Pakhoi at five o'clock on the afternoon of the 27th inst. with a general cargo. No further details are to hand.

HON. C. P. CHATER ON THE EXTENSION OF THE COLONY'S BOUNDARIES.

The following is the first letter addressed by the Hon. C. P. Chater to the Governor on the above subject:—

Hongkong, 19th November, 1894.

SIR,—At the interview with which you were so good as to favour me on Thursday last, I took the liberty of calling your Excellency's attention to the very limited extent of the colony's territory on the opposite mainland of China; to the very close proximity of the Chinese boundary line to the harbour and city of Victoria and to the fortifications that defend both; to the very great danger to which, in time of war, the colony would, in consequence, be exposed; and to the very great inconveniences we suffer, even in time of peace; and I ventured to suggest for your Excellency's consideration that the present was a most favourable time for obtaining, if possible, a re-adjustment of boundaries and an extension of territory such as would obviate these inconveniences and preclude these dangers in the future. I further suggested that your Excellency might usefully call the attention of the Government in England to our position; to the dangers attendant on it, accentuated as they have been by recent events in China, and to the opportunity now presented of improving that position by negotiations with the Chinese Government. Your Excellency was so good as to approve of what I said and to promise to forward and support any representations I might make to you in writing on the subject, and that you would be glad to have them set forth at length, with the reasons in support. I had discussed the matter about a month previously with the honourable the Acting Colonial Secretary, but only in brief; and I now beg to submit to your Excellency's consideration a full statement of the case as it appears to me, and of the many reasons that seem to me to concur in rendering it desirable that an effort should be now made, and a vigorous effort, to enlarge the boundaries of the colony, not for the sake of territory, but wholly and solely for the sake of its more efficient administration and protection.

First, may I remind your Excellency that if we were to look only at Her Majesty's Letters Patent creating this colony of Hongkong, dated the 5th April, 1843, our boundaries ought to be considerably more spacious than they are. The boundaries of the colony of Hongkong and its dependencies are stated to be between 22 deg. 9 min. and 22 deg. 21 min. North latitude and 114 deg. 18 min. and 114 deg. 6 min. East longitude. These boundaries, if laid down on the map, would have taken in Lamma Island on the south, and the opposite range of mountains on the north, and would have left both sides of the Lyceemoon in our hands. However that may have been, and whatever degree of importance is now to be attached to the wording of the Letters Patent, it is clear that only the island of Hongkong and the smaller islets in close proximity to its shores were originally taken possession of. Until 1860 Stonecutters Island and the entire peninsula of Kowloon were Chinese territory. It did not matter much when the colony was of little importance and the inhabitants comparatively few, and when the troops were armed with the old tower musket and cannon shot was barely a mile. Even when, in 1860, it was thought advisable, first to lease, and then to acquire Kowloon, rifled cannon were in their infancy, ironclads were unknown, and a boundary line at the foot of the opposite hills was thought to be ample for the protection of the city and the harbour. As late as 1878, when the first fortifications were erected for the defence of the island, the Hunghom and

North Point batteries were supposed to be sufficiently well placed to keep an enemy's fleet at a safe distance from the city and from the shipping. No one then ever dreamed of seeing a powerful fleet of Chinese ironclads anchored in Kowloon Bay.

What is the position now? Our forts are on Stonecutters Island and in the Lyeemoon, and the Chinese boundary line runs through the middle of the Lyeemoon Pass, there only a quarter of a mile wide, and to within a mile of the Hunghom batteries, and it passes on the other side of Kowloon between Stonecutters and the mainland. The waters on the northern side of that line are neutral waters and open to the fleet of any foreign power to pass in and out or to concentrate an overwhelming force within sight and easy gunshot of our batteries and magazines. In time of an anticipated war the entrance of a French or Russian fleet through the Lyeemoon into Kowloon Bay, no matter with what intent, could not be opposed or resisted without a breach of the laws of neutrality. Of course, the neutrality of Chinese waters and territories would have under such circumstances to be disregarded, or else the colony would have to be surrendered to an enemy. In the present contest between Japan and China a Japanese force might lawfully pursue a Chinese squadron through the Lyeemoon Pass and engage them in Kowloon Bay, where every shot that missed the enemy would find a lodgment on British territory. In case of war between England and any foreign power, France, or Russia, or Germany, or the newly arrived Empire of Japan, the officers responsible for the defence of the colony of Hongkong must, as a matter of absolute necessity, close the whole of the Lyeemoon Pass to the ships of that enemy, from the moment there was any serious danger of war breaking out. They must occupy the hills on the mainland on the other side of the Pass, commanding the Lyeemoon batteries. They must forbid all entrance to Kowloon Bay. They must be prepared to oppose the appearance of troops on the hills behind Kowloon and Stonecutters and the erection of batteries. They must watch the bays beyond those hills which afford easy means of access for troops and guns. Lamma to the south, Cow-e-chow to the west, and Waglan to the east, would have to be occupied or observed. No regard for Chinese neutrality could be allowed to interfere with these absolutely necessary measures of precaution. Would any other power at war with us regard or respect Chinese neutrality, and fail to occupy those points of vantage if we did not? Not one.

Until the other day it was possible for us to suppose and say that Chinese neutrality would be respected; that China was strong enough to compel proper respect being paid to her territory and to prevent it being used as a base of operations against us. Who will say that to-day she is able to compel her neutrality to be respected? Chinese naval and military power has crumbled away into ashes. In this her transition state, she has less real power, less real fighting force than she had in 1842.

If the possession of portions of the opposite mainland and complete control of the water approaches of the colony would be absolutely essential to the security of the colony against any European foe, how much more necessary against China herself.

China is now at her lowest ebb; but fifty years hence, possibly twenty years hence, judging from the progress Japan has made, China will probably be a powerful nation fully armed and with the skill and knowledge that will enable her to make use of her vast natural strength. If then the boundaries of Hongkong are no more extensive than they are now, where will we be with a Chinese fleet in Kowloon Bay, and the hills and islands close round in Chinese possession? At their mercy at any moment.

I pray your Excellency to put the question to your naval and military advisers and ask them what steps they would have to take in the event of a threatened war with China, and what portions of the opposite mainland and which of the neighbouring islands they must take possession of, or control, to make good the defence of this city and harbour and its immense wealth against any enemy. They will tell you, I feel sure, that to the security of this island

as a fortress and naval station the possession of Lamma and of all islands on the south and east lying closer to our shore is essential; that the control of both sides of the Lyeemoon and of Kowloon town and bay is absolutely essential; that possession of the opposite range of hills to the north, to their summits, theoretically at least, would be most highly desirable, and that to the west Great Britain, not China, should control the approaches through the Cap-sui-moon.

Now is the opportunity to rectify our frontiers in all these points. War is actually raging between Japan and China, and no hostile operations can be tolerated with sight of the city. The Lyeemoon must be closed to the fleets of both powers. There is always the possibility of war between England and any European power. That possibility has become so apparent now that preparations are being made to meet it. Those preparations must include measures which will prevent the present neutral waters close round our boundaries, and neutral territory, from being utilised against us. The necessity for an adjustment of boundaries is being pressed home. China cannot, as I have before pointed out, reply that she is able, even if willing, to enforce her rights as a neutral and to protect these neutral waters and territories from hostile aggression. The same arguments that prevailed in 1860 must prevail now. We want now only what we wanted then: what is essential to the safety of the colony. What was enough then has become, from the changes in weapons and the alterations in modes of warfare, wholly insufficient now, and we must have more. How much more, it is for the naval and military authorities to say; but our boundaries must be so extended that city and harbour are absolutely out of reach of the sight and range of any hostile guns, and that we have complete command of our own waters from all sides.

If the Chinese Government will not willingly yield territory in absolute possession, it may and must give us the right of perpetual occupation and possession of the needful extent of territory under some such form of engagement as that under which Portugal holds Macao or we hold Cyprus; we undertaking that it shall go back to China in the event of our leaving Hongkong.

I beg of your Excellency to press on the attention of Her Majesty's Government the immense importance from a naval and military point of view of availing ourselves of the opportunity now afforded of rectifying our boundaries. It is a necessity of our continued existence as a fortress and naval station that we should do so. Events might happen at any moment that would compel us to disregard Chinese protests and objections, and take possession of points on her territory to prevent an enemy seizing them to our destruction. To have to do so would make an enemy of her. Better obtain what we require, and must have, by negotiations. There can be no better time than the present. And the time is now or never. However great the success of the Japanese to-day, however tremendous the disgrace and humiliation of China, that Empire is too intrinsically strong, too full of resources, too patient and persevering to remain for any length of time in her present condition. This Japanese war will be followed by a tremendous upheaval, and China twenty years hence will be another China from to-day. If anything is to be done, it is to be done now. In fact I should like to see His Excellency Major-General Barker in possession of Kowloon and the Lyeemoon tomorrow, as doubtless he would like to be if only military counsels prevailed.

Need I point out to your Excellency the immense advantages to the colony, from a purely civil point of view, of such an extension of territory as I suggest. The police of the opposite mainland and of the numerous villages that lie along it at all points round the city and harbour would be in our hands, with what benefit to the peace, order, and good government of the colony you best know. The Kowloon gambling hells, pawnshops, and marine store dealers would vanish. The Chinese Customs, with all its cruisers, revenue stations, revenue farmers, detectives, and spies would be done away with, and with it the constant possibility and probability of troublesome disputes with the Chinese mandarins and people. Our population would

have room to spread; manufactories would find space to plant themselves, with abundant supplies of water. An immense number of the minor industries would take root here. We might become independent of Canton as regards cattle, poultry, and vegetables. In every way the colony would benefit, and the increased expenditure, military and civil, would be more than compensated by the increased land revenue and additional safety.

I apologise for the length of my letter. It takes time to condense and abbreviate without loss of force, and I am writing under pressure. I am sending a copy of this letter to His Excellency the Major-General, and send you herewith three copies that you may be able to forward one, if you approve, to the Secretary of State by the out-going mail.

(Signed) C. P. CHATER.

His Excellency Sir William Robinson, K.C.M.G., Governor, &c., &c., &c., Hongkong.

NEW HARBOUR REGULATIONS AT CANTON.

RUMOURS OF AN ANTI-FOREIGN RISING.

28th March.

As will be seen from our Canton Notes translated from the *Chung Ngai San Po*, regulations are to be introduced for the control of the boat traffic in the harbour of Canton. From another source we learn that a properly organised force of water police is to be established and that two or three European sergeants will be employed. This will be a great improvement and do away with much of the piracy that at present exists on the river, as well as regulating the traffic and so relieving the congestion that exists at various parts.

At Canton the blue jackets and marines from the *Archer* are landed occasionally for drill on shore, on a vacant lot of ground on Shameen bordering on the canal. This, in addition to giving the men the benefit of exercise and drill, has a most salutary effect on the native population, which thus sees that there is force to back up any pressure that may be brought to bear by the Consul through the officials. There is a large traffic along the Canal Road, facing Shameen, and the news of the evolutions of the "foreign devil soldiers" is carried throughout the city and into the country. The clearing out of the canal is progressing, though only slowly.

31st March.

We hear that notices have been posted up in various parts of the city at Canton inciting the populace to rise and attack Shameen and rewards are offered for the heads of Europeans. The notices profess to be issued by the boat-people and are in connection with the new harbour regulations, but it is supposed that those who are really inciting to this trouble are the shop-people who have hired out the river frontages and the native hotel people. In the course of years many abuses and much harbour obstruction have sprung up, the removal of which is a legacy to the present. If the officers in charge are firm and cautious in carrying out the remedies there need be no trouble, but should the white feather be shown or hasty measures taken there may be serious disturbance. Foreigners on Shameen are of opinion that the British authorities should hold a company of soldiers or marines in readiness for despatch to Canton at short notice should necessity arise. The *Pigmy* arrived at Canton on Sunday afternoon to relieve the *Archer*, so that there were two British men-of-war in port at the same time, a thing which has not happened for many years. As to the regulations to be introduced for the control of the boat traffic, the programme decided upon is said to be an excellent one, but it is suggested that it should be carried out methodically. It is suggested, for instance, that it would be ridiculous to chase a lot of boats from spots where they have been laying for years and leave them to fight it out with others for a new haven, whereas if one section is dealt with at a time the whole programme might be carried out quietly in a month or so. The first to be dealt with should be the flower boats, which should be made to move to a wider and less busy portion of the river. This would leave a large space

for the next section dealt with to be moved into. This would have the advantage of giving only one section of the people to be dealt with at once, in case of their showing an inclination to resist, and as the flower boat people are the most truculent and the least required portion of the community they should be given the preference of being first dealt with. It is reported that they had to pay handsomely for the privilege of returning to their old haunts after the great fire which destroyed the old boats over a year ago. It would have been an easy matter to have got them to adapt themselves to new quarters at that time, but the amount they had to pay for the privilege of returning to their old place will probably make them more determined not to move now. To show the white feather and give in to them would, however, be fatal to any hope of getting others to move and would prevent the carrying out of the present excellent plan for the regulation of the traffic and the removal of the congested state of the river near the steamer wharves.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the offices on the afternoon of the 26th March. Hon. F. A. Cooper (Director of Public Works) presided, and there were also present—Hon. Commander W. C. H. Hastings (Acting Captain Superintendent of Police), Dr. Atkinson (Acting Colonial Surgeon), Dr. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

The following minutes of the proceedings of the Sanitary Board, at a special meeting held on Wednesday, the 18th day of March, were also read:—

Present—The Director of Public Works (Hon. F. A. Cooper), President; the Acting Colonial Surgeon (Dr. J. M. Atkinson, M.B.), Vice-President; the Acting Captain Superintendent of Police (Hon. W. C. H. Hastings, R.N.), the Medical Officer of Health (Dr. F. W. Clark), and Mr. N. J. Ede. Absent: The Registrar-General (Hon. J. H. Stewart Lockhart).

Minutes.—The minutes of a meeting held on the 14th March, 1896, were read and confirmed.

Bubonic Plague.—Three communications from the honourable Colonial Secretary—which had been circulated to members—were laid on the table and the minutes on the circulating covers read.

The President addressed the Board.

The Honourable the Acting Captain Superintendent of Police addressed the Board and laid on the table a scheme for allowing persons who are suffering from bubonic plague to leave the colony.

The scheme was read clause by clause, discussed, and amended.

The Honourable the Acting Captain Superintendent of Police moved—

That the Board recommend that persons suffering from bubonic plague be allowed to leave the colony subject to the conditions set forth in the scheme as amended.

Mr. N. J. Ede seconded.

The Board divided.

AYES.

Mr. N. J. Ede.

The Medical Officer of Health.

The Hon. the Acting Captain Superintendent of Police.

NOES.

The Vice-President.

The President.

Motion carried.

It was agreed that the scheme as amended be printed and a copy sent to each member for his consideration and remarks for transmission to the Colonial Secretary.

It was also agreed that His Excellency the Governor should be informed that the Board consider it inadvisable to offer any reward at present to persons reporting cases of bubonic plague.

Cattle Disease.—A letter, which had been circulated to members, having reference to the destruction by fire of the carcasses of animals dying at the Dairy Farm Company's premises,

Pokfulum, was laid on the table, and the minutes on the circulating cover read.

A discussion ensued.

It was agreed that the Dairy Farm Company be informed that the Board had not rescinded the resolution as regards the erection of a suitable apparatus for burning the carcasses of such of their animals as may die or be killed, and regret that the Company have not yet erected such an apparatus. That in view of the difficulty of constructing rapidly a suitable apparatus for cremating carcasses, such carcasses may be towed out to sea at least ten miles from the colony and there disposed of by sinking them with stones or other suitable material; the work to be done under the supervision of an officer of the Board.

Adjournment.—The Board then adjourned.

BAD WELL WATER.

The Analyst reported that six samples of water drawn from wells in the colony contained matter which would prove injurious to health. It was resolved to order the closing of the wells.

HEALTHY SINGAPORE.

A letter was read from the Colonial Secretary at Singapore forwarding, in answer to enquiries made by the Board as to an alleged serious outbreak of fever at Singapore, a report on the subject by the medical officer. The report stated there was no truth in the rumour. Singapore was now singularly free from contagious and epidemic disease.

THE ATTENDANCE OF SCHOOL CHILDREN.

IMPORTANT LETTERS.

The following letter to the Colonial Secretary was read—

Education Department,
Hongkong, 11th March, 1896.

Sir,—I have the honour to report on an extraordinary and sudden falling off in the school attendance of certain districts.

2.—For some 14 days after the Chinese New Year the school teachers everywhere had reason to expect a normal attendance, but since the last few days of February, and particularly since the first week of March, the school attendance in certain districts has received a sudden and serious check such as indicates a panic, which is however, at present, not general, but confined to a few localities.

3.—The schools which have suffered most, losing on an average 35 per cent. of their average attendance, are situated in Chung-wan and Wanchai. The localities most affected are Chinese Street, Hollywood Road, Staunton Street, Aberdeen Street. Wanchai is less affected than Chung-wan.

4.—Strange to say, Taipingshan, including the neighbourhood of Lascar Row, is least affected by this panic, and while a few schools in Sai-ying-pun complain of a retrocession of attendance, in the majority of the Sai-ying-pun and Shek-tong-tsui, and Queen's Road West Schools the attendance is normal. So also in Hwan.

5.—Among the schoolmasters in the most affected districts the opinion prevails that unnecessary harshness on the part of the Sanitary officers has caused many native residents to send their wives and children away from Hongkong, though the kindness with which people sent to the marriage boats appear to be treated is freely acknowledged.—I have the honour to be, &c.,

E. J. EITEL,

Inspector of Schools.

Hon. J. H. Stewart-Lockhart,
Colonial Secretary.

In a note to the Acting Captain Superintendent of Police the Colonial Secretary said—I understand that the exodus of Chinese from the colony is increasing. Please let me have the latest information in your possession on this subject.

Reply by Acting Captain Superintendent of Police—Report herewith. It is not increasing.

The following is the report:—

Central Police Station.

16th March, 1896.

Sir,—I have the honour to report that the daily departure of women and children from the colony for the last three weeks is about the same.

The reason for leaving the colony is an old one. They complain of the severe and drastic

way in which the sanitary regulations have been enforced lately, receiving little or no notice for whitewashing their houses and the exposure to which they have been subjected while the whitewashing is being done. They are supposed to get twenty hours' notice, but this is very rarely done.

I have been informed that as soon as the plague has abated, and the enforcement of the sanitary regulations somewhat relaxed, the women and children who have left the colony during the exodus will return.—I have the honour to be, &c.,

W. QUINCEY.

To Hon. W. C. H. Hastings, R.N.,
Acting Captain Superintendent of Police.

In a memo to His Excellency the Governor the Colonial Secretary said—Submitted. With regard to the opinions of two schoolmasters (see the portion of the enclosed letter marked A) the Inspector of Schools should call upon them to give specific instances of the alleged harshness of the Sanitary Board.—11.3.96.

His Excellency, in reply, wrote—To request. This "panic" is doubtless got up by the schoolmasters themselves and they should be held responsible.—11.3.96.

In a report to the Colonial Secretary Dr. Eitel wrote as follows—The schoolmasters concerned derive their living from the school attendance. A panic, in diminishing the attendance, not only diminishes their income, but threatens to deprive them of their living. Identity of interest guarantees their loyalty to the Government from which their living is derived.

As to proving specific instances of unnecessary harshness, you know, from your experience of the Chinese, that they will never do that against any individual Government officer, and that their not doing so does not disprove the occurrence of harsh acts. The masters expressed their opinion, as derived from the explanations given by parents, on withdrawing their children, for the information of the Government, when questioned as to the sudden falling off of the attendance. They would have remained silent if they had not been asked for an explanation.

I now append the opinions of their managers, and I entreat his Excellency the Governor to consider the statements made by Bishop Burdon, Dr. Hager, Mr. Pearce, and Miss Davies.

The Chinese are a docile and submissive people. They have never yet complained of oppression in Hongkong unless they actually felt Government measures to work oppressively. A yoke may be light and yet chafe terribly. It depends upon the way in which it is put on.

The appended statements are, in my opinion, a true explanation of the causes of the extraordinary falling off in the attendance of the schools as reported by me on the 11th instant.—14.3.96.

13th March, 1896.

Dear Dr. Eitel,—After a talk with Li Kwan-fui my own impressions are confirmed as to the cause of the leaving of the scholars and of the people generally. I believe it is to be owing to the Government arrangements in visiting and cleansing the houses. This caused the stampede in 1894, and it will cause its repetition this year.

The Chinese do not understand our motives and are quite unaccustomed to our methods. The visitations seem to us absolutely necessary, but to a poor ignorant population they are the height of tyranny. Some go off to junks in the harbour and suffer in such weather as this from insufficient clothing. The rest scatter themselves in Canton and the country round and of course give us a dreadful name.

Could anything be done to modify matters in the visitations?—Yours very truly,

J. S. BURDON,
Bishop.

Hongkong, March 13th, 1896.

Dear Sir,—I have just visited some of my schools and find that the total attendance of the five schools belonging to the American Board Mission is 85, whereas last year the attendance of these same schools had an enrollment of 208. One girls' school which had 37 pupils last year has only 11 now. Enquiring into the cause of this decrease of scholars, I find that many pupils with their relatives have moved away, not

so much on account of the plague as on account of their fear of the Government, lest their goods should be seized and burned, and hence rather than to have their possessions taken away from them they leave. I am told that from 15,000 to 20,000 people have left the colony. No doubt the fears of many of these Chinese are groundless and the Government in cleansing and whitewashing certain houses is in the right, but it is often the case that the poorer Chinese meet with a great loss in the burning of their wooden partition walls. I visited myself the scene of the cleaning and in one place these walls were not taken away, which of course pleased the inmates, while on another floor in the same house these walls were taken away, much to the consternation of the people, who complained of poverty. It seems to me that this cleaning could be accomplished without producing such a panic among the Chinese. The people ought to be assured that their goods will not be wantonly destroyed, and the greatest possible care taken to preserve the property of the Chinese which is not a menace to good health. The cleaning and the whitewashing is perfectly proper and I think most Chinese would welcome the assistance of the Government were it not for the fact that they fear some damage may be done to their possessions. One of the school officers of the Government asked my assistance in case the whitewashers came to his house, thus showing the dread in which the Government is held. The time has come when steps ought to be taken to induce the people to remain at their homes, and not seek safety by flight. I believe most Chinese would willingly clean their own houses if properly notified that they must do it. With all the sanitary arrangements in Hongkong it is still a question whether a greater percentage of the plague in Canton with no particular stringent sanitary regulations than in this well regulated colony. There may be a slight difference in favour of Hongkong, but I think it is only slight as far as I have been able to observe. I am quite sure that physicians in Hongkong see more cases than we of Canton. This disease was in certain parts of this province as early as 1890 and it seems to have its seasons of virulent outbreak and again its seasons of repose, and little has as yet been able to be done for its extermination. I should suggest moderation.

C. R. HAGER, M.D.,

Manager of American Board Schools.

Rev. E. J. Eitel, Ph.D.,

Inspector of Public Schools.

London Mission, March 13th, 1896.

Dear Dr. Eitel.—In reply to your inquiry of to-day's date I suggest that the diminished attendance of pupils at Chinese Schools is caused by—

(a) The alarming rumours concerning another outbreak of plague in the colony. A few days after the New Year festivities were ended the Chinese began to leave Hongkong in large numbers. The exodus continues; I am informed on good authority that the Canton steamers are now carrying away from the colony many more passengers than is usual at this season of the year.

(b) Coupled with the above as a cause of non-attendance at schools is the extreme disfavour with which certain precautionary measures taken by the Government are viewed by the Chinese. I refer to the means now being taken to prevent the spread of the plague epidemic. The searching of dwelling houses, the enforced sanitation by washing and limewashing is looked upon with repugnance and even with alarm. Rather than submit to it the Chinese prefer to leave the colony.

(c) Compulsory residence in boats for a period of ten days is regarded as particularly oppressive and odious. This the Chinese say is the law to which all must conform who have lived in a house where there has been a case of plague. They point out that exposure to the inclement weather at this season of the year is highly dangerous to health, and rather than risk such exposure by remaining in dwelling houses, where plague may break out, they submit to the inconvenience and expense of removal from the colony.

(d) Whilst the above mentioned causes affect temporarily the attendance at Chinese schools

there is another cause which is likely to reduce permanently the number of pupils. The alteration in the structural arrangement of houses by the pulling down of cocklofts and mezzanine floors has deprived the poorer families of Chinese of the necessary house room. It will, I think, be found on examination that the enforcement of the law dealing with cocklofts has driven out of the colony numbers of women and children. Family life on the same scale and under the same conditions as before is now impossible. Rents are extravagantly high and the accommodation is altogether too limited. The consequence is that whilst men remain their families depart.

Your note makes special reference to the central parts of the town. I learn on inquiry that the rents which last year in that quarter were not quite prohibitive to the poorer Chinese are so now. Two girls' schools under my management, one in Chinese Street and one in Lai-yun Street, are now closed, the reason given in both instances being that rents are dear and families have removed from the neighbourhood.

It seems to me that the time has come when the Government might consider the question of housing the working classes of Chinese. It is surely desirable to encourage family life among the Hongkong Chinese, apart together from the questions connected with the schools.—Believe me, yours very truly,

T. W. PEARCE.

Rev. Dr. Eitel.

Friday, 13th March, 1896.

Dear Dr. Eitel.—In answer to yours of this morning I think you will find that the thinning of the schools (already small enough) began when the house to house visitation began. The turning out of the house has now increased the disturbance and unrest of the people. The tearing down of cocklofts and cubicles is also necessarily driving away many families from their accustomed dwellings and the greater number of them are fleeing to the country. *They flee, not from fear of plague as a rule, but from the Government measures.* I know well that these measures are most necessary, but when I was trying to show this to the teacher of the Kau-ü-long school she answered, "We know that the Government regulations are good. It is not that; it is the way they are carried out."

I am greatly distressed about my schools. To-day Aberdeen Street had no scholars at all. Of course the state of the street is enough to account for this, and I quite think that when the cleaning is over and things have quieted down somewhat that many will return to school. But even Wanchai Chapel school is very very small. The people say "We shall all be going to the country presently. What is the use of sending the children to school?" Only Tang-hing-chan and the Fletcher Street school are at all promising. The people will not send their children to school when there is disturbance of any kind abroad.

I do hope that matters will soon improve and the children come back. But there is far more plague about than the authorities know of. The people flee to the country.—Very sincerely yours,

H. DAVIES.

The Colonial Secretary (to the Governor)—Submitted. Refer to Sanitary Board for any observations it may have to offer?—16.3.96.

His Excellency (to Colonial Secretary)—To Sanitary Board. It is impossible to alter the regulations. One of the writers says "*it is the way they are carried out.*" If this can fairly be modified of course I have not the least objection.

The following minutes were attached.

The Secretary—Submitted. It is a queer thing that such readiness should be shown to believe that the officers of this department are guilty of harshness and rudeness in dealing with the Chinese in the various districts. I have had a very considerable experience in the manner in which the officers of this department perform their duties and I am satisfied that for every instance of rudeness on their part there are at least a hundred on the part of the people they have to deal with. So far as the working classes are concerned the rudeness consists in insulting remarks made to each other in the hearing of the Inspectors. It is done deliberately and with the evident desire to cause annoyance. With the well-to-do classes the rudeness consists in the contemptuous demeanour these classes know so well how to adopt. I believe it is a well known fact that school attendance always diminishes in most countries when a violent infectious disease is known to

be prevalent. In fact under such conditions it is a wise step to close the schools. I think the parents of children are, if anything, to be commended for removing their children to what they consider to be a place of comparative safety.

The President—It appears to me to be the duty of the schoolmasters, especially those who receive Government grants, to teach their pupils better in such matters. Had this been done in the first place there might possibly be now no necessity for the steps that are being taken.

The Acting Colonial Surgeon—The regulations must be enforced. Vague statements of ill treatment, harshness, &c., cannot be entertained unless specific instances are given. The Chinese, who are sadly ignorant of sanitary matters, must be educated up to them, and these schoolmasters should, one would think, be one channel by means of which this can be done.

The Acting Captain Superintendent of Police—Vague assertions of ill treatment by the police which have been rebutted *ad nauseam*. Rents are frightfully high (for all classes). I agree with Mr. Ede the time has arrived for the Government to consider some comprehensive scheme for housing the poor. Thus only can overcrowding and its attendant evils be met and mastered.

Mr. Ede—The complaints about harshness and the way in which the sanitary regulations are carried out have been replied to by the Secretary and the Medical Officer of Health and I think it may be left to them to take such further steps as may be necessary to ensure that the people shall be treated with kindness and consideration. Like in all such things there is probably a modicum of truth in the complaints and a good deal of exaggeration, but as long as we have the plague in our midst it is of the utmost importance that the sanitary measures now being carried out should be continued in the interests of the Chinese themselves, especially the poorer classes. It might be well and do good if a judiciously worded proclamation were issued explaining these matters to the people. As regards rents, or rather the cost of lodgings, I think there is no doubt that they are too high for the poorer classes, and the removal of cubicles and other sub-divisions of tenements may have helped to raise them; but to my mind unless some well considered scheme be adopted to abate overcrowding, to resume, redrain, lay out, and rebuild on proper principles at least the worst sections of the town, we shall never make any really permanent progress towards immunity from filth disease. I think this ought to be considered soon.

The Medical Officer of Health—The last paragraph of the letter signed by C. R. Hager, M.D., displays an alarming degree of ignorance of the nature and spread of infectious diseases and apparently counsels the adoption of the essentially Chinese custom of *laissez faire* in regard to all sanitary regulations and improvements. The physicians of Hongkong see extremely few cases of plague, either in their private practice or at the missionary hospitals, and were it not that the native hospital, Tung Wah, is under the supervision of the Colonial Surgeon we should doubtless feel equally self-satisfied and confident of our exemption from this disease as those in Canton apparently do. Fortunately, however, for the good of the colony, we go out of our way to seek these infectious cases, and to give one instance alone I have personally discovered no less than thirty-four deaths from plague among the deaths registered by the Registrar-General during the past six weeks, the causes of death having been variously registered as intermittent fever, phthisis, bronchitis, &c., while many other deaths discovered by the police or the Sanitary inspectors, before registration, have also been found by me to have been due to plague. One of the writers complains that the objections of the people are not so much to the regulations themselves, but to the way they are carried out. I can quite understand this, for the Chinese way of carrying out Government regulations in their own country is to exempt those who pay a sufficient amount of backsheesh and they find that the officials of this Government make no such exemptions, but deal with each case solely on its merits. If the house is already clean, it is not cleaned; if the cubicles and cocklofts are legal, they are not interfered with; but if on the other hand the premises are filthy, as were all those which have hitherto been dealt with, no amount of bribery will exempt the tenants from the necessary cleansing processes. I can only repeat that I have emphatically impressed upon the several inspectors the necessity for the exercise of great discretion and moderation in their dealings with the poor, and from my personal observations at unexpected times I believe they are faithfully carrying out these instructions.

Mr. EDE—I should like for some scheme to be taken in hand as soon as possible. I believe these papers have gone before the Government and they have come to us. I move that the papers, together with the minutes of the various members, be forwarded to the Colonial Secretary for the information of His Excellency the Governor.

The PRESIDENT seconded.

Carried.

A NUISANCE AT THE TUNG WAH HOSPITAL.

The following correspondence was read concerning a notice to abate a nuisance which existed at the Tung Wah Hospital:—

12th March, 1896.

The Po Leung Kuk has been in the habit of making use of the verandah of the Peng On Ward for the accommodation of male destitutes. We have now received an order from the Sanitary Board instructing us not to allow people to live on the verandah. We therefore report to

you and request you to inform the Po Leung Kuk, in order that they may not send destitutes to the hospital in future.

To Hon. Registrar-General—I think that you had better see the order first to make sure of what is wanted.—A. W. B. 13.3.96.

To Secretary, Sanitary Board—How does the matter stand? Please let me have a copy of the order.—J. H. Stewart Lockhart. 13.3.96.

To Hon. Registrar-General—Copy of notice attached. It has been and is being, as far as I know, complied with.—Hugh McCallum. 14.3.96.

To Secretary, Sanitary Board—Please let me know, too, the kind of nuisance created by sleeping in the verandahs, and whether anything can be done to abate it. As you are aware the Tung Wah Hospital has been in the habit of taking care of male destitutes until arrangements can be made for returning them to their homes, and if this is to be suddenly stopped before other suitable accommodation can be provided great inconvenience may be caused.—J. H. Stewart Lockhart. 16.3.96.

To Hon. Colonial Secretary—The nuisance which had to be abated was "an act which is or may be injurious to health." Vide section 16 of Ordinance 24 of 1887, subsection 9. Do you wish the matter to be laid before the Board with a view to the notice being reviewed? The Committee of the Hospital have not asked that it should be reviewed and if they did I would request them to state clearly and distinctly what reasons they had for their request, so that the matter might be placed before the Board in as complete a manner as practicable.—Hugh McCallum. 16.3.96.

To Secretary, Sanitary Board.—Yes, I should like the matter laid before the Board. As I have stated, the hospital has hitherto housed male destitutes without expense to the taxpayers. The action of the Board has put a stop to this, and the question is whether the alleged nuisance is of so serious a nature as to warrant action being taken at once before an opportunity has been afforded of considering what steps should be taken to make other arrangements for housing male destitutes. I see no reason why the matter should be referred to the Committee of the Hospital. The notice, so far as they are concerned, has simply the object of preventing them from taking care of male destitutes, and they have accordingly requested that no more may be sent to them. As you are aware a Commission is at present inquiring into the Tung Wah Hospital, and I would suggest that the *status quo* be maintained pending the inquiry of the Commission, to which this matter will be referred.—J. H. Stewart Lockhart. 17.3.96.

The following minutes were attached:—

Mr. Ede—It is certainly undesirable in the interests of the sick that the verandahs and passages of the hospital should be occupied by the destitute, but I am in favour of allowing the authorities a reasonable time to make other arrangements. As regards the occupation of cupboards I think that should be at once discontinued.

The Medical Officer of Health—Surely better accommodation can be made even at Tung Wah Hospital than verandahs. As a matter of fact I believe cupboards and passages are used not by destitutes but by attendants. A temporary shed might be erected for the destitute, but not too close to the sick.

The Acting Colonial Surgeon—Additional attendants' quarters have been erected, and I do not think that any of the passages or verandahs should be used as sleeping places, thus obstructing light and ventilation. Verandahs are certainly not suitable places for the housing of the destitute.

Mr. Ede—As I understand, these destitutes are people who come out of plague houses. Of course the system is injurious to health and I certainly object to it.

The ACTING COLONIAL SURGEON—I may say that the cupboards have been removed. I went round myself at eleven o'clock on Monday night and found three coolies sleeping in the passages. I do not think that ought to be allowed; it is distinctly a nuisance.

The PRESIDENT—It is an arrangement between the Tung Wah Hospital and the Government that the plague people should go to the Tung Wah.

The COLONIAL SURGEON—They are the friends that accompany the patients and they are detained until the police can be communicated with.

The PRESIDENT—The Board has served a notice on the Tung Wah Hospital to cease crowding the verandahs. The question now is whether that notice has been adhered to or not. Before that notice was issued we had a report from the Medical Officer of Health on the condition of the Tung Wah.

Mr. Ede—As I understand the destitutes are allowed to sleep and occupy the verandahs just outside the rooms where patients are.

The ACTING COLONIAL SURGEON—Just outside the wards, yes.

Mr. Ede—I think they might be given a sufficient time to make other arrangements. I suppose a mat shed can be put up?

The ACTING COLONIAL SURGEON—I do not think there is room; the place is very crowded.

Mr. Ede—It is clearly unhealthy to the patients for the verandahs to be occupied.

The ACTING COLONIAL SURGEON—I should think it would be unhealthy to the people sleeping in the verandahs, especially during this weather. I think the people are under the charge of the Po Leung Kuk. They used to be lodged in the Po Leung Kuk premises for a certain period. Now the Po Leung Kuk have no habitation for them and they house the destitute in this way.

Mr. Ede—There is a nice compound opposite the hospital.

The ACTING COLONIAL SURGEON—The better plan would be to engage a house and lodge the destitute there like the Po Leung Kuk have done with the girls. I propose that the Tung Wah Hospital be informed that the nuisance must be abated.

The MEDICAL OFFICER OF HEALTH seconded.

The PRESIDENT said it would be better to inform the Colonial Secretary that the Board adhered to its previous decision, and this suggestion was adopted.

THE REMOVAL OF PLAGUE PATIENTS.

The following minutes were read having reference to permitting persons who have died from bubonic plague to be removed from the colony under certain conditions:—

Mr. Ede—If the bodies are seen by a medical man and certified to have died of plague, allow them to go under the same regulations as those provided regarding the sick of plague, but in a separate boat.

The Medical Officer of Health—I agree with the Colonial Surgeon as to the necessary supervision.

The Acting Colonial Surgeon—Some responsible officer of the Board should accompany the steamer in order to see that these bodies are removed to Canton or Whampoa.

The Acting Captain Superintendent of Police—Supervise the removal of the dead certainly, but if these philanthropists will also take the nameless dead found abroad and in deserted houses, why not let them have them and save funeral expenses to the colony?

The President—I think some definite recommendation should be made on this subject; the matter might be settled at the meeting on Thursday. As I am given to understand that the persons offering to remove the sick will not be ready to start their work for some days there is no very pressing need for the immediate settling of the matter.

The following minutes were attached to the printed conditions:—

The Captain Superintendent of Police—The dead should be allowed to go too, in a separate boat. Petitioners will do it.

The Medical Officer of Health—Make this No. 11 condition—Dead bodies may be removed from the colony at the same times, but in a separate boat, and after due registration of the death. All such bodies must first be seen by a medical man and a certificate of removal will be given by him, and if the death has resulted from bubonic plague some officer authorised by the Board will accompany the body, which must be placed in a properly sealed coffin to the wharf. All clothing and bedding belonging to the deceased must be handed over to an officer of the Board before the body is removed from the house. All dead bodies found in the streets, or in deserted houses, will be buried by the officers of the Board as at present.

Mr. Ede—If they wish to remove the dead they should be allowed to do so subject to a certificate of a medical man and the premises to be disinfected, &c., in the same way as in the case of removal of the sick.

Mr. Ede—Give the people every facility to take the bodies away so long as we know where they come from.

The ACTING CAPTAIN SUPERINTENDENT OF POLICE—If people own the body, yes, but if you find a body in the street and these philanthropists want to take it away we should—

The MEDICAL OFFICER OF HEALTH—In that case don't let the body go, otherwise all the dead will be put into the street and we shall never know where they come from. One of my principal reasons for supporting the removal of the dead and sick was that we should know where they came from.

Mr. Ede—I think that is right.

The ACTING CAPTAIN SUPERINTENDENT OF POLICE—There is something in that, but in the case of a mendicant picked up in the street—

The MEDICAL OFFICER OF HEALTH—Then we must deal with the body.

The PRESIDENT—I do not know the source of the information, but I see in this morning's paper that the conditions under which persons suffering from plague can be removed have been published. The Board has received no information from the Government on the subject, and I see it says in the paper that the conditions have been issued.

It was resolved to take the action as suggested in the minute by the Medical Officer of Health.

MORTALITY STATISTICS.

For the week ended the 14th March the death rate was 30.1 per 1,000 per annum as against 14.3 for the corresponding week of last year. For the week ended 21st March the death rate was 23.4 against 15.8 for the corresponding period of last year.

CLEANSING PREMISES.

The MEDICAL OFFICER OF HEALTH reported that during the past fortnight six acting inspectors had cleansed, inspected, and limewashed 269 houses or 568 floors.

The SECRETARY mentioned that 275 notices had been served to limewash 1,241 houses by the owners of them.

ADJOURNMENT.

The Board then adjourned until Thursday week.

PLAGUE PATIENTS PERMITTED TO LEAVE FOR CANTON.

A notification has been issued that persons suffering from plague may leave the colony subject to the following conditions:—

1.—Suitable ambulance boats shall be provided and they shall be towed astern of the steamer *Pasig*, steamer *Tai On*, or other river steamboat to Whampoa and Canton, and shall on no account land any person or thing before arriving at Whampoa or Canton.

2.—While in the waters of the colony the ambulance boats shall fly the yellow quarantine flag.

3.—While in the waters of the colony the ambulance boats must lie within the quarantine ground, but they shall if required come to the China Merchants Wharf, Saiyingpoon, at 4 p.m. of the day on which they are to be towed to Whampoa and Canton, or at such other time as the Medical Officer of Health may fix.

4.—One ambulance boat if required shall leave the wharf every day at such hour as will permit of her being taken in tow, at a point west of the fairway buoy, by the afternoon steamboat leaving for Whampoa and Canton.

5.—Any person desirous of going to Whampoa or Canton by the ambulance boat must notify the police before 2 p.m. o'clock (or such other hour as the Medical Officer of Health may fix) on the day he desires to leave.

On the receipt of such notification a medical man will visit the premises, and if in his opinion the person is suffering from bubonic plague the medical man will give a certificate to that effect in the attached form.

6.—All persons residing upon the premises in which a case of bubonic plague occurs will be allowed, as soon as their clothing has been disinfected, to proceed on board a Canton steamboat under the supervision of officers approved by the Sanitary Board.

7.—In all cases where persons suffering from bubonic plague have elected to proceed to Whampoa or Canton, after their departure the premises in which they resided shall be fumigated, cleansed, lime-washed, and dealt with as the Sanitary Board may direct.

8.—In all cases where persons suffering from bubonic plague have elected to proceed to Whampoa or Canton, the clothing and bedding which have been used by them shall be taken possession of by some officer authorised by the Board and destroyed, and such persons must be provided with a new suit of clothing and then removed in an ambulance to the ambulance boat and put on board.

9.—No persons, except attendants and those in charge of the ambulance boat, will be allowed on board the ambulance boat without a certificate from a registered medical practitioner approved

by the Board, which certificate must be in the form appended hereto, and presented at the time of embarkation when asked for.

10.—The ambulance boats on returning to the waters of the colony shall proceed direct to the quarantine ground, there to be dealt with as the Sanitary authority may direct.

11.—All food required for the use of the persons on board the ambulance boats shall be put on board when they are at the wharf receiving sick persons. None of the attendants or others on board will be allowed to leave the ambulance boats while they are in the waters of the colony without the written permission of the Medical Officer of Health.

THE PHILHARMONIC SOCIETY'S CONCERT.

The Philharmonic Society gave its second concert on Thursday evening in St. George's Hall. It was unfortunate that the concert should have been given while a professional Company was playing, but that was not the Society's fault. The date was fixed some time ago and was arranged not to clash with the Willard Company's season as originally announced, but the Company afterwards altered its arrangements and arrived a fortnight later. The audience on Thursday night was probably somewhat smaller than it would have been had there been no counter attraction and even one or two of the chorus, we believe, were tempted from their allegiance by the attractions of the show in the Theatre. The audience, however, though not a large one, evidently enjoyed the high class entertainment provided. Amongst those present was H.E. the Governor.

The programme opened with an overture "Des Freischütz," by C. M. von Weber, excellently rendered by an orchestra of nearly thirty performers. Mr. C. Lammert then sang Blumenthal's "My Queen" with good effect, but Mr. Lammert's fine tenor voice seems to have "gone off" a little of late. The next item was a song by Mrs. Craddock, "The Old Countess" (Pinsuti), which was rendered with much taste and feeling. Lieut. Commander E. H. Grafton, R.N., followed with a flute solo, "Gavotte l'Amour" (Langer). Commander Grafton understands his instrument thoroughly and his performance of the tuneless gavotte was much appreciated. An unaccompanied quartette by Mrs. Craddock, Mrs. Cox, Mr. Measor, and Mr. Crow, "Good-night, Beloved" (Pinsuti), was the next item and was the one which seemed to please the audience most, an encore being insisted upon. The first part of the programme was brought to a conclusion by the Dance Suite from the incidental music to Henry VIII. (a) Morris Dance, (b) Shepherd's Dance (E. German), which was performed in a very finished style by the orchestra and was loudly applauded. The second part of the programme consisted of Schubert's cantata "The Song of Miriam," the soprano solo being taken by Miss Lammert and the contralto solo by Mrs. Brewitt. The chorus numbered about forty voices, but was unfortunately rather weak in the tenors. Mr. G. P. Lammert conducted with his usual ability and the piece had evidently been carefully rehearsed. The performance was a very creditable one on the whole, though open to improvement in some respects. In the orchestra there was a lack of modulation and when Miss Lammert's solo passages fell on the notes of her lower register it was impossible for her to make herself heard through the volume of the instruments. In the higher register, however, her notes rang out sweet and clear and she sang with her usual taste and expression. Mrs. Brewitt's solo was also well rendered, more especially in the concluding portion, when she sang with more confidence than at the beginning. The chorus passages were all taken up firmly and carried through with steadiness and force, and, with the exception of the weakness in the tenors above noted (due to the defection of two or three gentlemen who had been expected to be present), the parts were well balanced. The music of the cantata is bright and pleasing and the applause which was given at its conclusion showed that the audience thoroughly enjoyed it. The concluding item on the programme was Hungarian Dances (Brahms) by the orchestra, which was

rendered in the same excellent manner as the previous pieces. The orchestra is a strong and efficient one, composed as follows:—

1st Violin.—Mr. M. Alsberg, Mr. J. G. Schroter, Mr. C. Schroter, Mr. G. Sydney, Mr. Girault, Mr. L. Ruchwaldy.

2nd Violin.—Miss Humphreys, Miss L. Crawford, Lieut. A. S. Cole, R.N., Mr. G. D. Campbell, Mr. E. J. Lopes, Mr. R. Belilios.

Violoncello.—Mr. H. Ehmer, Surg-Major A. Hayes, D.S.O., Mr. E. A. Measor.

Bass.—Mr. W. T. Pollard.

Flute.—Lt.-Comdr. E. H. Grafton, R.N., Q.-M. Sergt. C. Gornell, Mr. H. Kammel, Mr. Lindsay Crawford.

Oboe.—Mr. J. Abrehart.

Clarinet.—Mr. A. Cumming, Mr. A. E. Alves.

Cornet.—Sergt. Burton.

Trumpet.—Lieut. Corpl. George.

Timpani.—Lieut. Corpl. Gilbert.

Piano.—Miss Hitching.

The committee, to whom the community is indebted for arranging such an excellent concert, consisted of the following gentlemen:—Mr. A. Cumming; (Hon. Sec. for Orchestra), Mr. W. Danby, Mr. H. Ehmer, Mr. Geo. Lammert (Hon. Conductor), Mr. E. A. Measor (Hon. Secretary), and Mr. A. Sharp (Hon. Treasurer).

CONCERT AT THE CLUB GERMANIA.

On Saturday evening the Hongkong Liedertafel, assisted by several ladies, entertained a large number of their friends at a concert at the Club Germania. The Liedertafel's concerts are always a rich treat and those who were present on Saturday enjoyed a most pleasant evening. Mr. C. Schwencke conducted the choruses and played the accompaniments for the solos in his usual able manner. The ladies who assisted were Mrs. Brewitt, Mrs. Harling, Mrs. Heemskirk, Mrs. Marten, Mrs. Meier, Mrs. Niedhart, and Miss Lammert. The Liedertafel chorus was composed as follows:—

First Tenors—Messrs. A. Faber, C. Lammert, E. Mirow, E. Munder, and C. Rombach. Second Tenors—Messrs. G. Atzenroth, E. Bischoff, G. Friesland, C. Jesumann, and A. H. Westerbürger. First Bass—Messrs. J. Goosmann, C. W. Longuet, John Meier, G. Sierich, and E. Thönert. Second Bass—Messrs. C. Georg, M. Grote, C. Plate, P. Stoppa, and J. Wacker.

The programme was as follows:—

- I THEIL.
- Chor..... "Nachtzauber"..... A. M. Storch.
Liedertafel.
- Alt Solo..... "Arie aus Saul"..... Handel.
Frau L. Harling.
- Pianoforte Solo..... "Chant de la fileuse"..... Litolf.
Frau J. J. Bysterus Heemskerk.
- Chor..... "Abschied vom Walde"..... Mendelssohn.
Gemischter Chor.
- Duett..... "Maying"..... Alice Mary Smith.
Frau L. Lammert.
- Bass Solo..... "Das Fischermädchen"..... Fr. Schubert.
Herr J. Wacker.
- Terzett..... "Elma"..... Ed. Hilier.
Frau Marten, Frau Brewitt, Frau Harling.
- II THEIL.
- Chor..... "Abendlied"..... Fr. Kuhlau.
Liedertafel.
- Sopran Solo { a. "Alte Seelen"..... Ed. Lassen.
b. "Es blinkt der Thau"..... Ant. Rubinstein.
Frau M. Marten.
- Pianoforte { b. "Berceuse"..... Chopin.
Solo { a. "Fantasie Impromptu".....
Frau J. J. Bysterus Heemskerk.
- Chor..... "Gottes Rath und Scheiden"..... Mendelssohn.
Gemischter Chor.
- Tenor Solo..... "Frühlingsfahrt"..... Rob. Schumann.
Herr E. Mirow.
- Duett..... "Der Engel"..... Ant. Rubinstein.
Frau Marten und Frau Harling.
- Chor..... "Wunsch"..... Julius Witt.
Liedertafel.

On the 25th March Mr. Commissioner Hippius handed over charge of the Shanghai Custom House to M. Rocher. This, we believe, is the first time that the Custom House in Shanghai has been in the hands of a French Commissioner. Mr. Hippius will proceed to Tientsin and Peking in a few days.—China Gazette.

CATTLE DISEASE AT POKFULUM.

It is matter for deep regret that the colony has been altogether deprived of the benefit of the Colonial Veterinary Surgeon's services for several months. Had he, or another duly qualified man, been within reach, it is more than probable that the greater portion of the Dairy Farm Company's herd would have been saved, whereas at present 160 out of 190 are dead, and the rest in great danger from the mortality around. It is also strange that no action has been taken upon the reiterated warnings of Mr. Ladds upon the imprudence of allowing cattle to be imported into the colony and forthwith mingled with healthy herds, without any period of quarantine or inspection. The reports for the years 1888 and 1889 are missing from the Government Gazette, but in that dated 12th January, 1891, occurs the following passage:—"I regret to say, however, that I understand that no provision has been made in this year's Estimates for the reception lairs for animals upon landing, as recommended to the Government in the joint report of the Hon. the Surveyor-General, the Hon. O. Chadwick, and myself. This appears to me to be the first step which should have been taken, as all animals would then be landed directly into those lairs and kept under supervision (as at home) for a fixed period for the purpose of detecting any present or latent disease, before going on to the regular depôts and possibly conveying disease to healthy animals. With the already sanctioned depôts and some reception lairs at the shore the system would then be complete."

In his report dated 14th March, 1892, Mr. Ladds writes: "I am about to forward to the Board a special report upon the importation of dead meat into the colony, and shall then take that opportunity to express my views upon a complete system of inspection to regulate the meat supply, as applied to the importation of animals whether alive or dead."

We think that this report would be read with interest at the present time, and also that by the Surveyor-General, Mr. O. Chadwick, and Mr. Ladds, if the Government should see fit to publish them.

On the 30th March, 1893:—"Dairies.—The dairies of the colony are at present in a very satisfactory condition, the sanitary arrangements of which are carefully carried out under the supervision of the Sanitary Inspectors stationed in the various health districts. During the past year no serious cases of disease have occurred in any of these places, and this can only be viewed as being highly satisfactory, more especially when it is well known that rinderpest or cattle plague has been unusually prevalent during this period the whole of the way up the coast, or say from Canton to Japan. I believe I am correct in stating that at Kobe the supply of milk was cut off entirely owing to the ravages of this disease amongst the cows. There is nothing to prevent a similar outbreak in Hongkong sooner or later, unless something is done to provide a proper inspection lair, to which all cattle should be driven direct upon landing, there to remain at least twelve hours before being inspected and passed into the permanent depôts or elsewhere. This is the method adopted in the United Kingdom and other countries, and even then occasional cases of disease escape detection and so cause wide-spreading outbreaks which are difficult to check; hence it will be easy to understand the risk run here with no inspection lairs at all. I reported to the Board upon the danger thus incurred as far back as 1888."

Again on the 17th May, 1894:—"Inspection of Cattle.—I regret that, so far, nothing has been done to provide inspection lairs to which all animals should be conveyed directly upon landing, there to remain at least twelve hours before being inspected and passed into the permanent depôts or elsewhere. I reported to the Board upon this matter as far back as 1888 and in my annual report for the year 1892 I again referred to the subject, and pointed out that even where this method was adopted occasional cases of disease escaped detection; hence it will be easy to understand the risk attendant upon the present system of animal inspection in Hongkong, where we have no such lairs at all."

The last report is that for 1894, dated 16th March, 1895, in which Mr. Ladds again refers to the matter:—

"I believe it is not yet decided to erect reception lairs for animals, as recommended in my annual report as far back as 1888. They were also strongly recommended by the late Retrenchment Committee."

In the report of the Retrenchment Committee at page 40 we find the following:—"We would also call attention to the absence from these Estimates (1894) of any provision for lairs for cattle on landing. Mr. Ladds says in his report for 1893, 'I regret that, so far, nothing has been done to provide inspection lairs, to which all animals should be conveyed directly upon landing, there to remain at least twelve hours before being inspected and passed into the permanent depôts or elsewhere. I reported to the Board upon this matter as far back as 1888 and in my annual report for the year 1892 I again referred to the subject, and pointed out that even where this method was adopted occasional cases of disease escaped detection; hence it will be easy to understand the risk attendant upon the present system of animal inspection in Hong-kong, where we have no such lairs at all.' We consider that these should be taken in hand as soon as possible for the protection of our food supply, and for the prevention of any contagious disease amongst cattle and other animals. Should any such disease break out the loss caused by it and the cost of stamping it out will exceed the cost of the lairs." This report was signed by his Honour Mr. E. J. Ackroyd, Acting Chief Justice, Chairman, Hon. C. P. Chater, Hon. J. J. Keswick, and Mr. T. Jackson.

MR. J. D. HUMPHREYS FINED FOR RIDING AT HAPPY VALL & Y.

At the Police Court on Thursday, before Mr. T. Sercombe Smith, Mr. J. D. Humphreys was summoned on a charge that he "on the 21st March at Wongneichung Recreation Ground in this colony unlawfully did commit a breach of the regulation made by the Governor in Council on the 3rd May, 1892, under section 2 of Ordinance 8 of 1870, by riding over that part of the Wongneichung Recreation Ground which is enclosed within the racecourse and the training track without permission from the Government first obtained."

Mr. A. B. Johnson (Crown Solicitor) prosecuted, and Mr. C. Ewens defended.

Mr. Johnson—I am instructed to appear for the complainant in this summons. The summons was taken out against Mr. Humphreys for a breach of the regulation made by the Governor in Council on the 3rd May, 1892, under section 2 of Ordinance 8 of 1870. The Ordinance empowers the Governor in Council to make regulations for the maintenance of good order and the preservation of property in public buildings and gardens and other places, and under section 2 a regulation was made on the 3rd May, 1892, by the Governor in Council and gazetted on the 7th of the same month, and it reads as follows:—"Unless permission from the Government has first been obtained, riding over that part of the Wongneichung Recreation Ground which is enclosed within the racecourse and the training track is prohibited until further notice." The facts are that last Saturday, 21st March, athletic sports were being held inside the training track, proper permission having been obtained. While the sports were going on Mr. Humphreys, who was with someone else, rode round the space reserved for the sports contrary to the regulation, as he had no permission from the Government. The summons comes before your Worship under section 6—"Every person who shall commit a breach of any regulation in force for the time being under this Ordinance shall be guilty of a misdemeanour and shall be liable on summary conviction thereof before a magistrate to a fine not exceeding \$10 for the first offence and for every subsequent offence to a fine not exceeding \$25 with or without imprisonment not exceeding one month." Section 8 says, "In all proceedings in any court, the regulations in force for the time being under this Ordinance shall be sufficiently proved by the production of a copy of the Gazette in

which the same shall be published and contained." Therefore I propose first of all to put in the regulation and—

Mr. Ewens—Your Worship, I might say that I admit the riding, but not the offence.

Mr. Johnson—Do you admit riding in the enclosure?

Mr. Ewens—Yes.

Mr. Johnson—Inside the race course and training track?

Mr. Ewens—Yes.

Mr. Johnson—Do you also admit that a copy of the regulations was put up under section 3?

Mr. Ewens—I'll admit the regulation is up.

Mr. Johnson—You also admit that Mr. Humphreys had no permission from the Government?

Mr. Ewens—No special permission; it might be implied permission. There was no permission in writing or direct permission otherwise than by the by-laws in force. The by-laws in force, I submit, are those of the 7th November, 1892, not the regulation of the 3rd May.

Mr. Johnson—Until I hear what Mr. Ewens has to say there is hardly anything for me to say.

Mr. Ewens—I do not admit that the regulation of the 3rd May is in force. The regulations in force are those of the 7th November.

His Worship—Those are in force and so is this one.

Mr. Ewens—I do not see how that can be, as the subsequent regulations are in force. These and the first one are inconsistent, as those of the 7th November permit riding.

His Worship—Where?

Mr. Ewens—At polo; in the schedule it says polo is permitted.

His Worship—That is riding for a specific purpose, and—

Mr. Ewens—You cannot possibly convict a man under this proclamation.

His Worship—Polo is permitted on Mondays and Fridays.

Mr. Ewens—"The remainder of the area inside the training course" is for the "public for general use," according to the schedule. "General use" must include riding.

His Worship—Not if it has been already prohibited.

Mr. Ewens—I cannot possibly see how you can convict under the regulation of the 3rd May when specific regulations are laid down on the 7th November. The last regulations say that polo can be played, and you must ride across the ground to play polo. In regard to "public for general use" there are other forms of riding besides horse riding; and there was bicycle riding that day. It is notorious that bicycle riding goes on there, and both kinds of riding are included in the term "general use."

His Worship—We have nothing to do to-day with the question of bicycle riding. If that question comes up I shall be prepared to decide upon it.

Mr. Ewens—I contend that "public for general use" must cover riding. You cannot set up a regulation which is previous. The last regulations are the ones in force, and if it is said "public for general use" we are entitled to the general use of the ground. Riding is particularly mentioned and allowed, and therefore you cannot possibly consider that the regulation of the 3rd May is any longer in force because under that regulation riding is only prohibited until further notice. A notice was issued on the 7th November and published in the Gazette for the "public for general use."

Mr. Johnson—I do not know whether your Worship wishes me to address you on the point.

His Worship—Do you wish to address me on that point? There is only one point raised.

Mr. Johnson—The only point raised is that the May regulation was repealed by implication by the November regulations. It is quite clear that the May regulation was intended not to be repealed expressly, because at the beginning of the regulations of November it says, "The following regulations made by His Excellency the Governor in Council in supersession of the regulation contained in Government notification No. 488 of 22nd November, 1890." Therefore one regulation is repealed, but not the May regulation. As to the point that it was repealed because the two are inconsistent, I may tell your Worship that it was intentional that the May regulation was not

repealed. The first regulation prohibits riding in that portion of the Recreation Ground which is enclosed between the racecourse and the training ground. The second set of regulations deals with that portion of the Recreation Ground which is within the inner rails of the racecourse; therefore it includes the training track. If you look at the second set of regulations carefully you will find that nowhere is riding allowed upon that portion of the ground to which this set of regulations refers. Among other things they say that polo is allowed on certain portions of the ground on Mondays and Fridays. Well, this was not polo.

His Worship—Nor on a Monday or Friday.

Mr. Johnson—No. Then we find that the public generally use the remaining portion of the ground inside the racecourse. In no way can riding be described as coming within the definition of "public for general use." The public means the people walking there. If people were allowed to ride over the place walking would be excluded. The only portion reserved for the public for general use is the remainder of the area inside the training course. Therefore even if riding came under that definition it would be necessary to prove that the riding was only within that area. Upon this ground I submit it is quite clear that the May regulation has not been expressly repealed, and it is equally clear that there is no inconsistency whatever, because all the regulations can be interpreted.

His Worship—This charge is brought under a regulation published in the *Government Gazette* on the 7th May, 1892. There is no need for me to read it fully. It says that riding is prohibited until further notice. Then you have a subsequent set of regulations published in the *Gazette* on the 7th November, 1892, also governing the maintenance of good order in the Wongneichung Recreation Ground. That set of regulations distinctly says they are in supersession of the Government regulations of the 22nd November, 1890. That being so I have no difficulty in holding that the regulations in supersession of one set of regulations do not repeal the regulation of the 3rd May, 1892. On that I base my decision, and I fine the defendant \$10.

REPORT ON THE FOREIGN TRADE OF CHINA FOR THE YEAR 1895.

The following is Mr. Kopsch's report on the trade of China for 1895, given in the Customs Returns of Trade and Trade Report:—

GENERAL.

Happily, neither the war with Japan, which was declared 1st August, 1894, and terminated on the signing of the treaty of Shimonoseki on the 17th April last, nor the riots and disquietude in certain provinces seriously affected or interfered with trade, which was remarkably active and prosperous throughout the year. The right to import machinery, conceded by the new treaty, gave an extraordinary impetus to industries, especially cotton spinning and weaving, in which enterprise Chinese and foreigners have now invested much capital. Cheap labour and raw material are abundant, and with the continuance of the advantage which the East enjoys by the fall in the gold price of silver there is every prospect of China becoming a most important manufacturing country, which will lead to a keen and formidable competition in textiles between East and West. Of money there was a plethora; interest on advances was reduced to 6 per cent. and on deposits to 4 per cent. per annum. Sterling exchange fluctuated over 11 per cent., and ranged from 2s. 8½d. to 3s. 0½d. per Shanghai tael for demand drafts. The occupation of the port of Newchwang by the Japanese in March led to a brief suspension of trade with that mart; it was, however, resumed in summer, but the demand for imports was reduced, while for the staple export of Manchuria, beans and bean cake, intended for shipment abroad, there was such a deficiency that the tonnage employed in the transport of this freight fell off by 37 per cent. as compared with the figures of 1894. However, notwithstanding the disquieting effect of war, the loss of revenue sustained, and the dislocation of the Liaotung traffic, the returns, both fiscal and statistical, of the foreign trade of China exhibit very satisfactory results.

REVENUE.

Compared with the collection of 1894, the gross receipts for the year, Hk. Tls. 21,385,000, show a decrease of Hk. Tls. 1,138,000. This deficit is fully accounted for by the fact that the Newchwang Custom House, whose annual revenue averages half a million taels, yielded nothing during the Japanese occupation of that port, and on the cession of Formosa to Japan in June the two Customs offices in that island ceased to function. The slight decrease under the heading of import duties and more marked decline against coast trade duties (excepting native opium) are also ascribable to the stoppage of revenue at the occupied and ceded ports. Assessing the loss in export duties at Hk. Tls. 680,000, owing to the absence of receipts at Newchwang throughout the year and from Formosa subsequent to its cession, the sum derived from exports, Hk. Tls. 8,775,000 (excluding native opium), must be regarded as singularly encouraging, as it exceeds the collection of any former year and indicates a marvellous expansion in the foreign and domestic trade of the empire. The items contributing to the increase in the foreign division are tea, silk, matting, firecrackers, skin rugs, and clothing; and tin and grain to the domestic trade. The duty paid by opium, Hk. Tls. 2,250,000, is about the same as during the previous year; but if Hk. Tls. 711,900 (as against Hk. Tls. 363,100 in 1894), derived from native opium, are subtracted from this total, it will be seen that there is a decrease of Hk. Tls. 354,000 in the amount yielded by Indian opium, while under the heading of opium likin the deficit amounts to Hk. Tls. 946,100 as compared with the figures of 1894. The cessation of shipments to Newchwang—never very large—coupled with the fact that since June no cognizance was taken of the consumption in Formosa, which would have absorbed over 2,000 piculs, accounts to a certain extent for this diminution in the returns; but there can be no doubt that native opium has supplanted the foreign article, as shown by the decreased importations at all the ports. Transit dues paid to free imports to and produce from the interior exhibit a gain of Hk. Tls. 97,000 as compared with the receipts in 1894; to this excess foreign imports contributed Hk. Tls. 61,400 and Chinese produce intended for shipment abroad Hk. Tls. 35,600. The figures for tonnage dues are about the same as in 1894.

FOREIGN TRADE.

Taking into consideration the gloomy outlook and adverse influences prevailing during the early part of the year the statistics of the foreign trade of China show admirable results. More merchandise entered and left the ports than in the preceding year, showing an aggregate increase in the value of imports and exports of 24 millions, and although, as explained below, a large share of this gain is merely statistical, there has been a genuine improvement and expansion in trade with both Western and Asiatic countries. Steadier exchange favoured business with gold-standard countries, while a large demand for coal, ginseng, matches, seaweed, and refined sugar, added to the scarcity of rice in Kwangtung and Fuhkien, made good by imported grain, swelled the value of trade with countries adjacent to China. Since the East has now entered into competition with the West in supplying China with textiles, additional entries have been made in the list of imports under the heading of cotton goods, to enable future comparison of the share taken by Oriental made cottons in the piece goods trade with China.

(a.) Imports.—The net value of the import trade of 1895 exhibits an increase of over nine and a half million taels, but it is necessary to observe that the gain is illusory rather than real, as in consequence of the occupation and acquisition of Chinese territory by Japan, quite seven million taels, representing the value of coastwise traffic formerly credited to domestic trade, have been transferred to the foreign division. The marked falling off which characterised the opium trade of 1894 has not been arrested, but, on the contrary, shows a still more conspicuous decline, and apparently from the same cause given in last report in explanation of this retrograde movement, namely, restricted production in India greatly enhancing

prices and thus curtailing demand at all the ports, combined with the improved quality and cheapness of native drug. Of Malwa, Patna, Benares, and Persian opium only 51,306 piculs were landed, being 11,819 piculs than in the previous year. By a singular coincidence this deficit corresponds closely with the total shipment—11,779 piculs—of native opium from Chungking, in the province of Szechuen, for distribution amongst the ports, though this quantity is only a moiety of what leaves that westernmost port by other routes and conveyance. From Mengtze, in Yunnan, 603 piculs were exported to Tonkin and small shipments of Szechuen drug have been made to the Straits. A decade ago the amount of Indian opium landed at Hongkong for consumption in China reached 96,164 piculs, and in 1886 67,800 piculs passed through the Custom Houses, whereas 51,306 piculs satisfied the requirements of consumers during the year under notice. There is a large increase in the importation of morphia, which indicates a greater use of so-called anti-opium pills and that indulgence in morphonism is spreading. To Western manufacturers of textiles the year's statistics will prove encouraging, for, despite the appreciation in the silver cost of goods, the demand for staple cottons has improved, particularly in the case of grey shirtings (which advanced by 548,000 pieces), T-cloths, and English sheetings. But to determine whether the trade has really developed concurrently with enhanced prices, the enormous consumption of yarn, and the opening of new markets, it is necessary to compare the total offtake of principal cloths during the first and second half of the decade, and the result shows that in the aggregate there has been a significant decline in the importation of the cottons specified hereunder.

	1886-90.	1891-95.
	Pieces.	Pieces.
Shirtings, Grey	29,836,000	26,973,000
" White	11,930,000	11,213,000
T-Cloths	10,851,000	8,709,000
Drills, English	1,742,000	1,117,000
" American	2,802,000	3,156,000
Sheetings, English	3,093,000	3,440,000
" American	6,359,000	6,276,000
Total	66,613,000	60,884,000

The increased cost of cotton goods is accountable for this annual shrinkage of over a million pieces; and as an instance of the enhanced price which the consumer has to pay for British and American cottons owing to the fall in the gold value of the tael, one example, taken from Mr. G. W. Noel's market report of the 20th December last, giving past and present quotations, will suffice. It is there shown that at the close of 1886, with exchange at 4s. 6½d. and cotton in Liverpool at 5½d. per lb., a Chinese could buy at auction in this market an assortment totalling seventeen pieces of standard chop shirtings, T-cloths, jeans, sheetings, and drills, at a cost of Tls. 31.85, whereas the same goods in 1895, with exchange at 2s. 11d. and cotton at 4½d. per lb., would cost Tls. 40.71, or an advance of over 27 per cent. With such a rise in the price it must be regarded as satisfactory that the demand for cottons continues so good. But the yearly importation of a million odd piculs of Indian yarn affords evidence of the vast increase in the native hand-weaving industry throughout the Empire, which the high price of cotton fabrics has stimulated in such a marked degree, to the displacement of imported goods. In this connection it should be noted that, besides the native cotton mills mentioned in last report as projected or operating, further capital, aggregating Tls. 3,800,000, has been subscribed during the year by foreign joint-stock companies for the erection in Shanghai of four spinning and weaving mills, capable of running 143,000 spindles; and during the year 1897 there will probably be 18 or 20 European, Chinese, and Japanese cotton mills established at this port. In woollens, such as camlets, lastings, long ells, and blankets, there has been a slightly better demand, probably due to military requirements; but trade remains stagnant, and the figures of the year's importations are still far below those of the middle of the decade. Nor is the cause far to seek. The market report already quoted shows that in

1886 and 1890 when exchange rose, a native desiring to purchase one piece of English camlet, long ells, and lustre could obtain the lot for Tls. 24.54, while for the same quantity and class of goods he would now have to expend Tls. 33.92, or 38 per cent. more. At such enhanced rates woollens are little sought after for apparel, as ordinary silk and satin costs little more. No trade seems to have suffered more from the rise in the silver price of gold than that in metals, and the year's statistics do not exhibit any recovery from the prevailing stagnation. In 1891, when the Haikwan tael averaged 4s. 11d., the aggregate weight of all kinds of metals demanded by this market reached of 2,06,000 piculs, but, under the influence of low exchange, the total quantity landed has dwindled to 1,550,000 piculs in 1895. Importations of iron of all descriptions—bar, hoop, wire, pig, and old scrap—amounted in 1891 to 1,726,000 piculs, whereas at present high prices 1,071,000 piculs fulfilled the requirements of the year. For old scrap iron, which always constituted the bulk of the iron importations, there was a large and almost limitless market, and in 1891 deliveries reached 859,000 piculs, but the appreciation of gold appears to have so effectually stunted this traffic that consumption is reduced to 413,000 piculs, or 50 per cent. less than the demand five years ago. Several additions have been made to the list of sundries, as the aggregate value of many commodities increased to such an extent as to warrant separate enumeration in the table; amongst them the most prominent are bags, Llama braid, candles, cement, cigars and cigarettes, palm-leaf fans, lamps, lather, Japanese matches and umbrellas, medicines, kerosine oil from Sumatra, and refined sugar. On glancing down the list it will be seen that over five million more bags were required than in 1894, owing to the enormous coastwise shipments of grain. Deliveries of coal, mostly Japanese, exceeded those of the previous year by 86,000 tons. Cigars and cigarettes are imported in ever-increasing quantities, and represent a value of Hk. Tls. 280,000. A cigarette factory is in operation at Shanghai. The consumption of duty-free flour has doubled within five years, the present importation being valued at Hk. Tls. 1,465,000 against Hk. Tls. 704,000 in 1891, and, as in the case of rice, most of it enters the Kwangtung province. The miserable paddy crop in that province had to be made good by over 9,000,000 piculs of duty-free foreign rice which passed through Kowloon and 5,955,000 piculs paying duty from the ports on the Yangtze. The estimated value of the Siamese and southern grain consumed was Hk. Tls. 15,000,000, and of the native rice Hk. Tls. 10,370,000, or a total of Hk. Tls. 25,370,000. That the province of which Canton is the capital can pay over 25 million taels for food products without any unusual distress or scarcity being heard of speaks marvels for the resources of South China. As compared with the figures of 1895, double the quantity of machinery arrived in China. For European and Japan matches there is a constantly growing demand; 8,116,000 gross (of which 7,265,000 gross were Japanese) constituted the year's supply, whereas a decade ago the importation was under two million gross. Strange to say, flint stones have not disappeared from the list. In kerosine oil there is a diminution of over 18 million gallons, the decrease being in American oil, owing to excessive stocks at the end of 1894 and a temporary insufficient supply in America, which brought about a suspension of shipments to the East and caused a considerable advance in price. The demand for Russian oil accordingly increased and shows a gain of nine million gallons, while that from Sumatra has quadrupled during the year. The explanation made in regard to the statistical increase in the aggregate value of imports applies to the gain noticeable in the case of unenumerated sundries.

(b.) Exports.—It should be borne in mind that of the 15 million taels increase in the value of the year's export trade fully six million taels are due to the altered fiscal and statistical treatment of the coast traffic, necessitated by the events of the war, as explained in the introductory remarks in connection with the import trade. There is, however, an actual gain of nine million taels, owing to the better demand, induced by low exchange, for nearly all kinds

of Chinese produce, but particularly silk and its products, tea, cotton, firecrackers, skins, matting, oils, and other commodities taken by gold-standard countries. Sericulture is now the leading industry in China since tea has gradually receded to a subordinate position. The total shipments of white, yellow, and wild silk, besides that reeled in steam filatures, known commercially as "China Filatures," reached the high figure of 110,620 piculs, or a gain of 11,100 piculs as compared with the export of 1894. This excess is the result of improved demand for yellow silk and "filatures," which variety is now classed separately in the returns, in order to have data wherewith to observe the development of this rapidly expanding industry established at Canton and Shanghai, from which ports the entire quantity of "filatures" was shipped, Canton sending 20,719 piculs and Shanghai 6,276 piculs, the latter quantity being the outturn of the numerous local steam filatures. Orders for cocoons, mainly from France, Italy, the United States, and Japan, exceeded all previous demands; and of silk piece goods, other than pongees, the markets abroad took no less than 20,500 piculs, or 4,100 piculs, estimated at Hk. Tls. 2,930,000, more than in 1894. The fact that in 1885 the export of silk and satin goods, including pongees, only attained 10,280 piculs, against the present 23,120 piculs, affords a better idea of the increase in the consumption of these rich and elegant fabrics since they have been cheapened by low exchange. In connection with the silk industry it is worthy of note that the steps initiated by the Inspector-General to implant in China the Pasteur system of detecting and eradicating disease in silkworms have succeeded in the Kwangtung province, to which subject allusion is made in the Canton report. In the export of tea of all kinds the gain is insignificant, being only 3,300 piculs. From Russia there was a strong demand, and the purchases of black tea, at exceptionally high prices, both for the Odessa market and for transmission via Kiakhta, were the largest on record, the total aggregating 384,300 piculs, as against 327,900 piculs in 1894; yet the considerable increase from this source was insufficient to make good the falling off of over 150,000 piculs in the export of black tea to Great Britain and the United States, which have become larger consumers of China teas than the United Kingdom. Compared with the total in 1894, the export of black tea shows a diminution of 93,000 piculs; green tea, an advance of 10,700 piculs, due to larger shipments to England and America; brick tea and its congener tablet tea, an increase of 85,800 piculs and 2,800 piculs respectively, the demand for these varieties continuing to expand and the shipments being unprecedentedly large. A similarly conspicuous expansion has taken place during the last five years in the export of black tea for Russia—Odessa and Siberia—the figures for the year reaching 384,300 piculs, against 287,900 piculs in 1891. During the same period the export of black and green tea to the United Kingdom fell from 409,300 piculs in 1891 to 250,400 piculs, being a decrease of 158,900 piculs. In 1885 the direct shipments to Great Britain aggregated one million piculs. Although the price of raw cotton rose, the export was nearly 150,000 piculs greater than that in 1894 and totalled 896,000 piculs. Japan took 744,000 piculs, against half a million in the previous year; whereas shipments to Europe declined from 104,000 piculs in 1894 to 32,000 piculs in 1895, a less favourable exchange affecting the laying-down cost in the West. Perhaps no trade has shown such unparalleled rapid developments as that in skins for clothing and rugs, consisting principally of the tanned and untanned pelts of dogs, goats, sheep, and lambs, the value of the shipments during the year increasing over 100 per cent. This extraordinary advance, fostered by the depreciated gold price of the tael, will be more clearly exhibited by giving the value of the exports for the past five years:—1891, Hks. Tls. 881,000; 1892, Hk. Tls. 1,315,000; 1893, Hk. Tls. 1,299,000; 1894, Hk. Tls. 1,681,000; 1895, Hk. Tls. 2,649,000. A no less remarkable expansion is observable in the demand for nankeens, which are required by Chinese labourers abroad, who now find it as cheap to buy this more

durable homespun cloth as the flimsy European fabrics so enhanced in price by the appreciation of gold. This explanation accounts for the large shipments, which attained 36,600 piculs, valued at Hk. Tls. 1,343,000, as compared with less than half that quantity in previous years. It is alleged, and with much reason, that the high price of imported cottons has stimulated the manual weaving industry throughout China, where looms have increased in number and with them the consumption of Indian yarn. Akin to the textile industry is the weaving of matting, of which material the unsurpassed quantity of 483,400 rolls was exported from South China, chiefly to the United States. Certain staples, such as straw braid, angar, hair, and hides, exhibit a slight falling off as compared with the figures of the previous year; but this loss is fully balanced by the shipment of several new products which so-called cheap silver makes it profitable to send to the West. Amongst these additional exports are bristles, sesamum seed, tallow (both animal and vegetable) and white wax, in which commodities considerable capital is invested. Tin from the Yunnan mines to the value of Hk. Tls. 812,800, representing 40,800 piculs, was exported to Hongkong through the Mengtze Customs.

(c) *Re-exports.*—The large increase in the value of re-exports to foreign countries is mainly due to the altered returns treatment of the trade with Formosa, which is regarded as foreign traffic since the cession of that island to Japan; hence the conspicuous increment credited to that country. Formosa tea re-exported from Amoy to the United States accounts for the enormous advance in reshipments to America.

SHIPPING.

In connection with the foreign trade, the total arrivals at ports of entry were 4,265 vessels, aggregating 4,292,334 tons, against 4,059 vessels, of 3,804,688 tons, in 1894; with the coast or home trade, 14,018 vessels, of 10,560,806 tons, as compared with 14,770 entries, totalling 10,995,406 tons, during the preceding year; and the total tonnage entered and cleared summed up 29,737,078 tons, or 115,000 more than in 1894. Of the coast trade tonnage inwards, 8,127,097 tons were under foreign flags, the balance being Chinese. Freight was abundant and profitable, the cargoes of rice from the Yangtze on Government and commercial account demanding sea transport for over 14,600,000 piculs, or, say, 869,000 tons dead weight. Nearly all the coasting lines increased their fleet by several steamers.

TREASURE.

The recorded movements of gold and silver bullion between China and foreign countries were a net export of gold of Hk. Tls. 6,624,000 (£1,083,000), or about half the value of shipments in 1894, and a net import of silver of Hk. Tls. 36,685,000, which is more by, say, Hk. Tls. 10,400,000 than in the year before.

6. *Values.*—The estimated value of the foreign import and the export trade, exclusive of bullion, is calculated in the same way as in the report for 1890:—

	Hk. Tls.
Net imports, market value	171,696,715
Deduct import duty	4,500,300
Deduct opium duty	5,643,200
	10,143,500
Imports, less duty, etc.	161,553,215
Deduct 7 per cent. for charges, etc.	11,308,725
Imports, value at moment of landing	150,244,490
Exports to foreign countries, market value	143,293,211
Add duty, estimated at	5,940,085
Add 8 per cent. on market value for charges, etc.	11,463,457
Exports, value at moment of shipment	160,696,753

H. KOPSCH,
Statistical Secretary.

Shanghai, 14th March, 1896.

CHINA SUGAR REFINING CO., LIMITED.

The eighteenth annual meeting of the shareholders in the China Sugar Refining Co., Limited, was held at the offices of the General Agents, Messrs. Jardine, Matheson & Co., at noon on the 27th March. Hon. J. J. Bell-Irving presided, and were also present—Hon. E. R. Belilios, Messrs. F. A. Gomes, D. R. Sassoon, St. C. Michaelsen, C. S. Sharp (Consulting Committee), J. Barton (Secretary), R. C. Wilcox, W. A. Cruickshank, K. McK. Ross, G. C. Cox, F. Henderson, R. Inglis, J. McG. Forbes, G. M. Bain, J. R. Michael, W. J. Gresson, A. P. McEwen, A. C. Coutts, Ho Tung, and Ho Fnk.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN—Gentlemen, with your permission I propose to treat the report and accounts as read. It is a matter of great regret to the Consulting Committee and the General Agents that the report now before you is so unsatisfactory. The unfortunate result of last year's operations was due to a combination of adverse circumstances such as have been unknown in the previous history of the Refinery, and which it is hoped will not again have to be encountered collectively. A perusal of the report will have informed you of the principal causes which led to the loss on working, but with reference to two of them, viz., the enhanced laid down cost of raw sugar owing to the fall in exchange, and the loss on forward contracts for Java sugar, I should like to say a few words in further explanation. With regard to exchange, you are aware that in the beginning of 1895 rates fell to the very low level of ls. 11½d. per dollar, and this at a time when the Refinery had to take delivery of and pay for its requirements for the ensuing four or five months' working. This resulted in a smart loss, which was increased by the decline in the price of sugar all over the world to a point very considerably below those at which the larger portion of the Company's purchases of Java raw sugar was contracted for. The Refinery depends upon the Java crop for its principal supplies, and it has been the practice of the Company, in common with other buyers, to contract some considerable time ahead for its requirements in order to guard against the risk of being undersupplied. That this policy is generally a wise one, in addition to being almost necessary, is shown by the satisfactory margins on sales during past years up to the end of 1894, which have enabled the Company to declare larger dividends than could otherwise have been earned. The dividend for 1889, which reached the handsome figure of 25 per cent., was materially assisted by the Refinery's forward contracts. In spite of the unfortunate experience of 1895, it is not deemed expedient to depart from a system which, prior to that year, has given good results, and with the approval of the Consulting Committee the General Agents have made contracts for the 1896 Java crop, which, as the market at present stands, should improve the position of this year. I may mention in this connection that latest advices from Java announce that three-fourths of the Java growing crop has already been sold, and you will thus readily understand how we are compelled to make forward contracts for sugars, some of which may not pass through our Refinery until many months after purchase. Another source of disappointment has been the Company's sales in America. These, usually a source of profit, were attended during 1895 by difficulties arising from the arbitrary nature of the United States tariff, and an attempt on the part of the American Sugar Trust to drive the Hongkong refineries out of the field. The importance of retaining our hold upon a market which constitutes one of our regular outlets, and to supply which we are provided with specially adapted machinery, must be apparent to you all. I am pleased to say an improvement in the situation is this year reported by our San Francisco agents. These causes, gentlemen, combined with a short water supply and the curtailment of demand for the Refinery's products consequent on the war between China and Japan, prevented the Company from keeping in its regular markets except at a loss, and it was only as the year drew to a close that the outlook became

brighter, too late, however, to influence the result of our working for the period under review. This improvement, I am pleased to say, has so far continued. At the last annual meeting of the Company the Chairman mentioned that a suitable site for a reservoir had been acquired, and that operations upon it had been begun. When in July last it became evident that the results of the year's working would be very unsatisfactory, rendering every economy in expenditure more than ever essential, it was decided to stop the work in progress and avail of an alternative scheme which opportunely presented itself, furnishing a more limited supply than would have been afforded by the proposed reservoir, but still sufficient for the anticipated needs of the Refineries for the time being, even during the winter months, and at a comparatively smaller cost, as the figures given in the report will show you. Under these circumstances I trust you will approve of the decision of the General Agents and Consulting Committee to suspend operations upon the larger scheme, and of their recommendation to write back to credit of profit and loss account the sum of \$140,000 previously appropriated for water supply. Before moving the adoption of the report and accounts I shall be pleased to answer any questions that may be put.

There were no questions and the CHAIRMAN moved the adoption of the report and accounts.

Mr. WILCOX—I beg to second the adoption of the report and statement of accounts, and in doing so I think all the shareholders will concur with me that the General Managers deserve our thanks for the handsome slice they have relinquished in their commission to reduce the debit balance. I trust the necessity for such a sacrifice will not occur again, and that next year the Chairman will have the usual pleasing announcement to make that dividend warrants are ready. (Laughter and applause).

Carried.

Mr. COUTTS proposed the re-election of Hon. E. R. Belilios, Messrs. F. A. Gomes, D. R. Sassoon, St. C. Michaelsen, and C. S. Sharp as the Consulting Committee.

Mr. WILCOX seconded.

Carried.

Mr. G. C. Cox proposed the re-election of the auditors, Messrs. Thomas Arnold and Fullerton Henderson.

Mr. Ho TUNG seconded.

Carried.

The CHAIRMAN—That concludes the business of the meeting. I thank you very much for your attendance.

LUZON SUGAR REFINING CO., LIMITED.

The fourteenth ordinary annual meeting of shareholders in the Luzon Sugar Refining Co., Limited, was held at the offices of the General Agents, Messrs. Jardine, Matheson & Co., on the afternoon of the 27th March. Hon. J. J. Bell-Irving presided, and there were also present—Messrs. R. Cooke, J. H. Lewis (Consulting Committee), F. Barton (Secretary), Hon. E. R. Belilios, T. Arnold, J. H. Cox, J. R. Michael, W. A. Cruickshank, W. Gresson, J. McG. Ho Forbes, Tung, Ho Fuk, and G. H. Potts.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN—Gentlemen, the report having been in your hands since the beginning of last week I propose with your consent to treat it as read. You are aware that the year 1895 was one of great depression in the sugar trade all over the world and that in consequence prices remained at a very low level. The Company has, however, been fortunate, by virtue of its being in close touch with the Spanish market, where a steady demand continued throughout the year and thus constant employment was provided for the Refinery, although at rates which only allowed of a moderate margin of profit. You will see on reference to the accounts that on the 31st December last there was the sum of \$112,700.97 in the Hongkong and Shanghai Bank in Manila on current account at the credit of the Refinery, while its liabilities to the General Agents on the same date amounted to \$149,583.50. The money in the hands of the Bank was not

transferred to Hongkong on account of the very low rates of exchange ruling during the latter months of the year, namely, from 3 to 5 per cent. premium, and I am pleased to say that the Company has gained considerably by the delay, the money having since been remitted at rates varying from 10 to 13½ per cent. premium and applied to the reduction of the advances by the General Agents. The General Agents now propose to close the advance account by transferring the amount at debit to their current account, a course which, in view of the improved financial position, will no doubt commend itself to you. I would mention that in accordance with the wishes expressed by a shareholder at the last annual meeting of the Company, we obtained an independent certificate of the stocks of raw and refined sugar at Malabon, as on 31st December last. A new line of steamers having recently commenced to run monthly between Manila and Spanish ports, for which Messrs. Smith, Bell & Co. are agents in Manila, and the more frequent facilities thus afforded for direct shipments, will enable our Company to meet more promptly and with greater regularity the demand for refined sugar on the Spanish markets. With regard to prospects for the present year, I am glad to say that the demand for Spain continues fair, and although the price of our raw material is higher, an advance has also been established in refined. Before closing I desire on behalf of the Consulting Committee and General Agents to express their appreciation of the satisfactory management by the Manila agents of the Company's business during the past year. I shall be pleased to answer any questions shareholders may desire to ask before moving the adoption of the report and accounts.

There were no questions and the CHAIRMAN moved the adoption of the report and accounts.

Mr. J. H. Cox—I beg to second. I am quite sure that shareholders are well satisfied with the good report the General Managers have been able to place before us.

Carried.

Hon. E. R. BELILIOS proposed the re-election of Messrs. J. H. Lewis and R. Cooke as Consulting Committee.

Mr. Ho TUNG seconded.

Carried.

Mr. Ho TUNG proposed the re-election of Mr. Thomas Arnold as auditor.

Mr. POTTS seconded.

Carried.

The CHAIRMAN—Dividend warrants will be issued to-morrow. I thank you for your attendance.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The thirteenth ordinary general meeting of the shareholders of the China and Manila Steamship Company, Limited, was held in the Company's office on Saturday, at noon. Mr. R. Shewan presided, and there were also present—Messrs. M. D. Ezekiel and N. A. Siebs (Consulting Committee), J. H. Cox, A. C. S. Manners, and E. S. Kelly.

The notice calling the meeting was read.

The CHAIRMAN said—Gentlemen, as copies of the report and accounts have been circulated amongst you for some time past, it is not necessary to read them now. We propose, as you will have seen from the report, to pay a dividend of 10 per cent. and in addition to put \$10,000 to reserve fund, carrying forward \$974.02 to new account. Last year we were only able to pay a dividend of 7 per cent., which left nothing for reserve, so that I think you will agree with me we have every reason to be satisfied with the result this time. Both steamers had to undergo expensive surveys during the period under review, and are in very good order, but the tendency nowadays with such constant changes in construction and improvements in machinery is for steamers to depreciate very rapidly. Small boats, too, for the Manila trade are becoming obsolete, as at the rates which now obtain only large carriers can be worked in it at a profit. The actual depreciation from wear and tear with boats well kept up, as ours are, may not be very great, but the depreciation in market value owing to the causes I have named is very large; and unless we made

provision for this in our accounts, as we have done, we should only be misleading you and placing a fictitious value on your property. The *Zafiro*, owing to the smallness of her carrying capacity, like the *Diamante* before her, cannot hold her own on the line with such boats as the *Esmeralda*, carrying more than double, but costing hardly anything more to run, and it will not be long before we shall have to consider how to replace her by a larger and more modern and more economical vessel. In fact, it is time now that we had a bigger boat, and if we had sufficient money available we should ask your permission to set to work at once to purchase or build one. I do not think there is anything in the accounts that calls for special remark or explanation from me. The outstanding freights and other debts on 31st December have since been pretty nearly all got in, about \$1,000 of freight only being still uncollected, and of the \$18,000 odd due to sundry creditors there remains only a few hundred dollars not yet paid off. Of the \$41,000 odd cash on hand, some \$15,000 has been invested in the purchase of 100 Hongkong Land and 100 China Traders' Insurance Co.'s shares and the remainder will be used in the payment of the dividend, amounting to \$25,000. Before I move the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts.

Mr. KELLY seconded.

Carried.

Mr. J. H. Cox proposed that the appointment of Mr. M. D. Ezekiel to the Consulting Committee be confirmed and the re-election of Messrs. Gillies, Siebs, and Shewan to the Consulting Committee.

Mr. KELLY seconded.

Carried.

Mr. KELLY proposed the re-election of Messrs. J. H. Cox and T. Arnold as auditors for the ensuing year.

Mr. N. A. SIEBS seconded.

Carried.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. The dividend warrants are now ready.

RAUB.

The mining manager's annual report for the year ending 29th February, 1896, is as follows:—

I have the honour to herewith forward you my annual report of the work done and progress made with the development of the different sections of the mine during the past year. The object I have kept steadily in view has been the development of the different mines, so as to increase the output and bring it more in proportion to the nominal capital of the Company rather than the payment of immediate dividends. With this object in view, I have devoted all the available resources at my disposal to that purpose, feeling assured that it is for the best interest of the Company to do so. You must bear in mind that this is not an ordinary "gold mine" that I have to deal with, but a "gold field" capable of immense development, and it is to this purpose I have devoted all my efforts. With this object in view, the No. 2 Raub Hole and Bukit Koman engine shafts have been sunk, the former 100 ft. and the latter 108 ft. deeper, making them 220 ft. and 254 ft. respectively. A new engine shaft, 13 ft. by 4 ft. in the clear, has also been started at Bukit Malacca, and is now down and timbered to a depth of 60 ft. This I propose sinking to a depth of 150 feet before opening out. When these deeper levels are proved and opened out, they will add greatly to our already large reserves of ore. The time has now arrived when I can with confidence recommend a large increase in our crushing power. I have, therefore, advised the directors to increase the battery by an additional eighty head of stamps, bringing the total number to 100 head. I have also advised that an electric installation of 300 h.p. be put in to provide power to work them and all the other machinery, and also for lighting purposes at Raub. Surveys are now being made for the purpose of ascertaining the amount of power available and the cost of proposed installation. During the past year the mill has put through 12,241 tons of ore for a yield of 6,172 oz. 15 dwts. smelted gold, or an average per ton of 10 dwts. 2½ grs. This

brings the total number of tons crushed by the Company since starting operations to 30,258 for a total yield of 20,355 oz. 14 dwts. 12 grs. smelted gold, but of this one dividend of 6d. per share, amounting to £4,750, has been paid, and I have advised the directors to pay another of the same amount. In addition to this, the railway has been built and the mine has been practically developed out of its own resources. During the year the different sections of the mine have continued to develop large and payable bodies of ore, adding greatly to our reserves of ore in sight. In addition to this there are deeper levels which ought soon to be in ore. When I tell you that payable ore is known to exist over a distance of four miles on the line of lode traversing this Company's property, and that not more than 300 yards by a depth of 150 feet have only been partly worked, some slight idea of the immense possibility of the property can be formed. The following is a detailed statement of the work done on the different mines during this year:—

Raub Hole.—In the main engine shaft very little work has been done. The whole of my attention was devoted to the development of the main ore shoot in the No. 2 shaft. This ore shoot dips to the south at a uniform rate of 1 in 5, and has all been worked out above the No. 2 or 120 ft. level. It is this shoot of ore that has pulled the Company through all its financial troubles and enabled us to develop the other mines on the lease. With the object of following this shoot of ore to a greater depth, the No. 2 shaft has been sunk 100 feet deeper, making the total depth 220 feet. At 216 feet a plat has been cut and a crosscut driven 76 ft. to the west. At 36 ft. in a small formation was met about 3 inches thick which proved to be the lode formation. For the purpose of ventilating this level a winze has been started at the 116 level 48 ft. in the south drive and sunk to a depth of 56 ft.; at this depth the water became too strong for hand power and the work had to be stopped. A level has been driven 110 feet south at 216 ft. and an uprise put up 29 feet to meet the winze and, although only a few feet from breaking through, is almost dry. This work has proceeded slowly owing to the hardness of the ground and the inexperience of the coolies at this class of work. A level has also been started to go north on the course of the lode formation, and has been driven 25 ft. This drive is to prospect the ground towards the No. 1 shaft, where I have hopes of meeting another shoot of gold. At 30 feet down in the winze (between the 116 and the 216 feet levels) the main ore shoot was passed through; below this it is merely a small vein or formation 3 to 4 inches wide and carries no gold. In the winze it carries gold to where it pinches. At this point the ore shoot is from 70 to 80 feet in depth, and appears to gradually widen as it goes down. The bottom of No. 3 level will not intersect it until it is in, south, about 250 feet. This level will enable us to work 600 to 700 feet of the shoot before it again goes under foot, which I estimate will yield about 7,000 tons of first class ore. The main south level at 120 feet has been driven 140 feet, and the Nos. 1 and 2 shafts connected. The total distance between these two shafts is 404 feet. The only gold got in this level until the main ore shoot was met with was some small cross leaders about 100 feet south from the crosscut from the No. 1 shaft. These we are now working; they carry very good gold and, although small, turn out a lot of gold; 22 feet have been driven east and 36 feet west on them. On the one going east a hard bar of slate has come in and cut it off. The one going west still carries good gold. This drive is making a lot of water, so I do not think it advisable to extend it further at present. A winze has been sunk 23 feet on the east leader and fair gold to that depth, although not quite so good as in the level. I am now stoping over the back of both of these drives. There are a number of these small cross leaders to work here and, although small, they turn out a lot of gold. South from the crosscut at the No. 2 shaft the main level has been extended 140 feet. Here the main ore shoot dips under foot, so it was useless extending this level further as the lode pinches to a narrow formation of only a few inches wide above the main ore shoot

and carries no gold. Nothing permanent has yet been found in this section of the mine beyond the main ore shoot.

Bukit Koman.—This section, I am pleased to say, has turned out very well during the year, and has supplied most of the ore for the mill. At the date of my last annual report we had just commenced to stop at the No. 1 north shaft. Work has been steadily carried on in these stopes on a lode from 12 to 22 feet wide, those to the north almost to the face of the main level and south to a distance of 200 feet from the main crosscut. South of the main crosscut the lode is not quite so wide, 8 to 10 feet, but the ore is of much higher grade. The south main level is now in 201 feet from the crosscut in a big solid lode showing good gold. In the leading stope coming in behind this drive the lode is fully 15 feet wide, showing good gold right across the face, with about 110 feet of backs to work up to the bottom of the old native workings. Although such a large quantity of crushing stuff has been sent to the mill from these stopes, not one half of the available ore has yet been taken out, and this with every prospect of these stopes being extended indefinitely both north and south. Three air shafts have been sunk; two south of the main crosscut. No. 1 was sunk to a depth of 125 feet when it broke through into the workings 20 feet south of the crosscut. No. 2 broke through at a depth of 124 feet to an intermediate drive driven to meet it. This intermediate drive is 35 feet above the back of the main south level. Good gold was got all the way from the bottom of the old native workings to the intermediate drive, giving us 110 feet high of a payable ore at this point. As the old native workings extend in this direction right over hill a distance of over half a mile there is every prospect of there being many years' supply of crushing stuff from these stopes alone. A second air shaft has been sunk north of the No. 2 to a depth of 70 feet; this has not yet broken through to the workings below. The main level north has not been extended during the year, as it was not required, and also as this level is under a swamp and almost all the water of the mine is coming from it and the ground is very soft. I did not think it advisable to do any work until the N.E. monsoon was over, when I propose continuing driving this end. The lode in the face of the level is about 14 feet wide, of good looking ore, but at present is of rather low grade.

Main Engine Shaft.—This has been sunk and timbered to a depth of 108 feet below the No. 1 or 146 feet level. Opening sets are now being placed in position, when the plat will be cut and driving for the lode commenced. I do not expect to have to go more than 30 or 40 feet to cut the lode. This will more than double our already large available ore resources. There has been no work done on the leader formation in the engine shaft, as there was plenty of crushing stuff to be got from the stopes without it. I am pleased to say that the developments in this mine have exceeded my most sanguine expectations.

Western Lode.—Work in this section has been confined to stoping over the back of the No. 2 or 160 feet level. The lode varies from 1 to 8 ft. wide, but is very irregular. The payable ore in these stopes has proved far more extensive than I anticipated, and continues to show good gold. There is still a large extent of ground available for stoping. The ground is good and inexpensive to work, but has given us a good deal of trouble owing to its settling during the late heavy rains. It is my intention to sink the main engine shaft 100 feet deeper at the earliest opportunity, as I have every reason to think this will make a good mine.

Bukit Malacca.—This is a new mine situated 3½ miles north of the mill, and is the present terminus of our railway. This is on the line of the main lode, the same as Bukit Koman is. Work has only been started here since the completion of the railway. An engine shaft 11 ft. by 4 ft. clear of timber has been started and is now sunk and timbered to a depth of 65 feet. A steam pump and a 10 feet locomotive boiler have been placed at the shaft for taking out the water. It is my intention to carry this shaft to a depth of 150 feet before opening out. I have every reason to believe that this will be

quite as good and extensive a mine as Bukit Koman.

Battery.—The total quantity of ore crushed during the year was 12,241 tons, yielding 6,172 oz. 13 dwts. of smelted gold or an average yield of 10 dwts. 2½ grs. per ton of ore crushed. The total quantity of ore crushed since the Company commenced operations is 30,258 tons yielding 20,355 oz. 14 dwts. 12 grs. The average cost of milling the ore has been \$1.23 per ton, and this I hope still further to reduce during the ensuing year. During the first nine months of the year great difficulty was experienced in drawing ore to the mill by bullock carts. This was not only a slow and costly means of transport, but it was quite impossible to keep the mill fully employed. Since starting the railway no difficulty has been experienced in keeping the mill going full time. The illustration the advantages of the latter over the former system, I may say that the cost per month by bullock carts was \$696 and by rail \$156. In addition, the mill has been able to put through fully 25 per cent. more stuff, giving a corresponding increased output of gold. As our milling power is increased, the difference will become still greater in favour of the railway, as we can haul five times the amount of stuff at only a trifling increase in the present cost. A great saving has also been effected in hauling firewood and timber to the different mines. The total cost of mining, hauling, and putting the ore into the ore hoppers on the surface at the mines, including European supervision, coolies' labour, engine driver, pumping water, etc., is \$5.42 per ton, and the total cost of winning the gold from the ore is \$6.65. This includes all charges for milling, mining, hauling, and supervision, but does not include management charges.

Railway.—As recommended in my last report a light railway has been built for the purpose of hauling ore from the various mines to the mill. This has proved of great service, not only in hauling stuff to the mines, but also for hauling firewood, timber, and many other purposes. No satisfactory offer being got for doing the work by contract, it was decided to do it partly by day work and by letting small contracts to natives. The estimated cost of the whole works, including the locomotive and thirty-five trucks, was \$32,792, and the actual cost was \$32,464, and \$1,500 for ore hoppers. (This is the total cost to date, including upkeep of lines.) The work was commenced at the beginning of May, 1895, and the first section to Bukit Koman was opened for traffic on the 16th October, 1895, and the whole job was finished to Bukit Malacca by the end of the year. This is the terminus at present, but at some future time I propose to carry it on to Sungei Argos, about 1½ mile further. The total length of the present line, including sidings, is 3 miles and 2 chains. The whole work, with the exception of the trace, was carried out under the supervision of the ordinary staff at the mines. Since starting work not the slightest trouble or delay has been experienced, although the work has been subjected to the most severe trials, owing to the heavy rains and floods during the N.E. monsoon.

Increase of Crushing Power.—The time has now arrived when I can, with confidence, advise a considerable increase in our milling power. I have, therefore, advised the directors to increase the battery by the erection of an additional 80 head of stamps, making the total 100 head. This will require an output of from 6,000 to 7,000 tons of ore per month. There will be no difficulty in raising this quantity of ore per month, provided the development work of the mine is kept well ahead.

Electric Installation.—There is practically unlimited water power within a few miles of the mine, which is now running to waste, but is so situated that the water cannot be brought in to the mines unless at an enormous cost, if at all. I therefore propose to generate the power at a power station on Simpam river, about seven miles from Raub, and transmit the power from there to the mines by a cable and apply it to the different purposes required. A first class site has been found where ample power is available. Application has been made to the Government for the water and other rights to enable us to make the works. I propose in the first place to put in an installation of 300 h.p. The surveys to enable me to get data upon which to make

correct estimates as to cost are now being made. When these are completed detailed estimates of cost and power available will be submitted to the directors for their consideration. Roughly, I estimate the cost of the whole work, including the 80 head of stamps, at from £35,000 to £40,000, or about \$400,000. I estimate that, by adopting electricity as the motive power and for lighting the machinery and the mines, a saving of from \$50,000 to \$60,000 per annum will be effected in working the mines when our increased plant is erected.

Machinery.—This is all in first class order. There are five main engine shafts now in work, scattered over a distance of three miles on the line of the main lode. All these, except Bukit Malacca, which has only pumping machinery, are thoroughly equipped with pumping and winding plants.

Transport of Supplies.—No improvement has been made in this, but the Government are now pushing on the construction of the cart road from Kuala Kubu to Kuala Lipis, passing through Raub. It is a big undertaking, and it will be some time yet before it is completed; it will be of great assistance to us when it is open for traffic. A survey is also being made to continue the present Selangor railway into Pahang.

Stores.—The mines are fairly supplied with stores, &c., in every department, particularly in firewood, of which we have a large supply at the various engines. The consumption of this is large, as we have now eight boilers constantly at work all night and day.

General.—The health of the camp has been good during the year and there has been no fatal or serious accident in the mines. In reviewing the position of the Company as compared with this time last year, I must congratulate the shareholders on the steady improvement that has taken place in its position and prospects. Large additions have been made to the payable ore in sight, and good progress made in developing the deeper levels. Great improvements have also been made in transporting the ore from the mines to the mills. This has all been done out of the profits of the mine, and without asking any assistance from shareholders. Had it not been for the cost of these improvements, several dividends could have been paid, as well as the one I have recommended to be declared at the end of March. My object has been to bring the output of the mine more in keeping with the capital of the Company.—I have, etc.,

WM. BIBBY, Mining Manager.

The mining manager's report for the five weeks ending the 12th March, 1896, runs as follows:—

I forward my report for the five weeks ending the above dates. During the period under review all work was suspended by the Chinese employed in the mines for a week owing to their new year. I took advantage of this to overhaul machinery and do any necessary repairs in the different shafts.

Raub Hole No. 2 Shaft.—The main level going south at 220 feet has been extended twenty-nine feet, making the total distance from the crosscut 918 feet. The lode formation still continues about 3 ft. wide, but shows no gold. No work has been done in the main drive going north since the Chinese New Year. The uprise to meet the winzes has broken through to the latter at 52 feet, and has unwatered it and given good ventilation. A shoot has been put in and stoping commenced on the main ore chute. In the 120 feet level work on the small cross leaders is still being carried on. The winze on the east leader is down 23 feet; it is hardly so good as in the level, but still carries fair gold. I have stopped sinking for the present as the air is very bad; even with a fan constantly at work it was almost impossible to keep lights burning. The drive going in on the west leader is in 36 feet. A good deal of water is coming out of the face, and as the leader was very small and not so good I have stopped it, and am now stoping over the back of the drive both on this and the one going east, both of which carry fair gold.

Bukit Koman.—The main engine shaft is now sunk the required depth of 103 feet below the 146 feet level. I have started to cut the pit at 246 feet. This gives 100 feet of backs

to work below the No. 1 level. I expect to have all the work required in opening out and the new 10 feet pump into position and the lode cut during the ensuing month.

No. 1 Level.—In the south end of the main drive the lode continues to look as well as ever, the full width of the drive being in crushing stuff which shows fair gold. In the leading stope the lode is fully 15 feet and shows fair gold all through it. I am pleased to report a very favourable change in the north-east. In re-timbering the level ore was cut in the hanging wall and a short crosscut was driven to see the width of it. We are 16 ft. in the lode and not yet through it; the stone looks very well. The ground is very soft and treacherous and is making a lot of water in the face; great care has to be taken in working it. It appears where the lode made a pinch in the main lode, it has been thrown over to the east into the hanging wall. There is no change to report in the stopes, which still continue to show large bodies of ore.

Western Lode.—Stoping is being carried on as usual. The ore body still continues to extend south far beyond the limits of where I expected it to go, and carries fair gold. A small air shaft is being sunk from the surface 10 feet south of our old workings for sending down timber and for ventilating these workings, which are now getting very hot. These workings will bear out a great deal more crushing stuff than I expected.

Bukit Malacca.—Since the Chinese New Year good progress has been made with sinking the engine shaft, which is now down between 60 and 70 feet. The ground continues very favourable for sinking, but is making a good deal of water.

Battery.—A general clean up took place on the 1st instant. This was done to close the Company's financial year. From the 7th January to the 29th February 2,202 tons of ore were crushed for a yield of 1,119 oz. 5 dwts. smelted gold, being an average of 10 dwts. 2½ grs. per ton, being six grains per ton better than on January clean up. The proportion of ore crushed from the different mines is as follows:—Bukit Koman, 1,812 tons; western lode, 318; and Raub Hole, 72; total 2,202 tons. Crushing was resumed on the afternoon of the 2nd inst., and has been continuous since.

WM. BIBBY.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following report on work done during the month of February from the Manager at the Mines:—

Mining.—We have continued to give our best attention to all work coming under this head and I am pleased to say fair progress has again been made. I am also pleased to be able to tell you that our prospects are more encouraging than they have been for some time, as evidenced by the improved quality of the ore treated and the fact that much of this ore is being got at and below our Intermediate level.

August Shaft, 200 ft. Level.—We are still without anything of special value to note at this level. The crosscut we had commenced to go east off the north drive on the course of Gillies' reef at date of my last report having got into very wet and troublesome ground was abandoned in the early part of the month and the drive continued a further distance of 15 feet, where firmer ground was met with and a new crosscut opened. We are hoping to have less trouble and expense here. The ground continues very much broken, however, and I think there is but little chance of the reef making again until more settled country is found. In the crosscut we were beginning at the same date to go out in search of the continuation of our east and west reef has passed through quite a change of formation, carrying about two feet of very low grade ore. I have no doubt it is the commencement of a new "splice" of ore and will prove to be the reef we are looking for. We shall open a drive to go west on the course of this ore within the next few days.

Intermediate Level.—This point is without change to report, further than that the ore generally is showing signs of a slight improve-

ment in quality. The western chute of ore contributes largely to our output and the development made daily there is adding to our reserves.

New Leader.—The various points at work here continue to give a large quantity of ore for the mill, the output during the month being 544 tons, or more than one half of the total month's milling. The quality is payable, and I can still see a large quantity in reserve. We have connected with the 110 ft. level, and are now putting things in order there for the better carrying on of the work. The ventilation is now good, and I am hoping to see a great deal of the ore won brought to the surface by means of the August shaft within the coming month.

Drivage for the month 299 ft. 6 in.

Ore mined ... 1,000 tons
made up as follows:—August Shaft 456
New Leader 544 "

Milling.—This was carried on during 26 days, crushing 996 tons, yielding 448 ozs. 10 dwts. of melted gold.

General.—A great deal of work, which at present may be taken under this head, but which will come before you under specific headings in the near future, has been attended to. The calcining plant we were erecting at the date of my last report was completed on the 14th inst. and work commenced on the concentrates, twelve tons of which yielded 52 ozs. of smelted gold. This, with the 448 ozs. 10 dwts. got from the mill and 2 ozs. 6 dwts. from our tributaries, makes the month's output 502 ozs. 16 dwts. of gold.

I am pleased to tell you the plant is a great success, and I am hoping we may find it most useful in treating much of our weathered concentrates and tailings now stacked on the mine. I cannot yet give the cost per ton for treatment, but may assure you a good margin will be left as profit. Active measures are being taken in the matter of erecting the water wheel now lying at Pestan, and already a good beginning has been made in opening the water race to the main dam, so as to bring in the required supply of water. I may tell you we hope to get quite 25 h.p. from this wheel, a great consideration in the face of the fact that our timber reserves are getting further away every day. Of course, a much bigger and still cheaper scheme will have to be taken in hand at no very distant date.

I am sorry to say the disease amongst our cattle caused us great loss and inconvenience. We lost twenty-two head altogether and this, too, at a time when we could so ill afford it. We are replacing them with the water buffaloes of the country, an animal apparently not so susceptible to pleuro-pneumonia as the Indian or Siamese bullocks. We are also getting boats so as to be able to handle the firewood, etc., near our main dam by this means and thus do away with carting wherever practicable.

Cyanide Works.—Mr. Wilson, the new chemist, arrived here on the 13th inst. and is now at work on tests in the laboratory, preparatory to beginning work on a large scale.

Labour.—The supply of this was never so good as at the present moment, thanks to our action with the new Opium Farmer.

Health.—This, I am pleased to say, is fairly good.

Rainfall.—The total rainfall for the month 9½ inches.

THE SHANGHAI WATERWORKS COMPANY, LIMITED.

The following is the directors' report, which was presented and accepted at the annual meeting held at Shanghai on the 19th March:—

The total income for the past year from all sources amounts to Tls. 154,959.32, as against Tls. 131,333.39 in 1894, and the balance of working account, transferred to profit and loss, to Tls. 96,747.01, against Tls. 84,533.69 the previous year.

An *ad interim* dividend of 13s. per share from the profits of 1895, absorbing, at exchange of 3s. 0½d. per tael, Tls. 30,984.75, was declared and paid on the 28th July last, and there now remains an amount of Tls. 66,016.34 at the credit of profit and loss account available for distribution, which the directors recommend should be appropriated to the payment of a final dividend of 23s. per share, at exchange 3s. 0½d., equal to Tls. 54,443.84, carrying forward to next year's account the balance of Tls. 11,572.50; the total

dividend for the year being 3s. per share, or 9 per cent per annum.

The rapid expansion of the Hongkew district has necessitated, as was foreshadowed in last year's report, considerable additions to the Company's mains and service pipes; the cost of the same and other extensions, amounting to Tls. 23,815.33, has been debited to capital expenditure account.

The great importance of keeping the Company's work fully up to the capacity requisite to provide an adequate supply of water to the increasing population of the Settlements, and for the requirements of the various existing factories, and those in course of erection in Shanghai, has had the serious attention of the directors, who considered that the time had arrived for carrying into effect the scheme provided for in the original plans of the Company's works, of laying a duplicate 20-inch main from the pumping station, at Yangtszepoo, to the water tower, and this work is now being rapidly pushed forward. To provide the necessary funds for this and other extensions a second instalment of Tls. 100,000 five per cent. debentures, of the authorised issue of Tls. 250,000, was offered to the public, and has been fully subscribed for at a slight premium.

The Company's plant and works have been kept in a thoroughly efficient state of repair, and are now in first-class order; the water service has been maintained throughout the year without any interruption whatsoever.

In terms of the articles of association Mr. A. McLeod retires from the Board, but being eligible offers himself for re-election.

The auditors, Mr. Drummond Hay and Mr. C. W. Wrightson retire, but have expressed their willingness to serve again if re-elected.

A. McLeod,
Chairman.

Shanghai, 11th March, 1896.

HALL AND HOLTZ, LIMITED.

The following is the report of the directors for presentation to the shareholders at the fourth ordinary general meeting to be held at the head office of the Company on Monday, 30th March, at 4.30 p.m.:

The directors herewith submit to the shareholders the audited accounts of the Company for the year ended 29th February, 1896.

In September last the directors paid an interim dividend of five per cent. and there still remains a balance of \$31,520.01 at the credit of profit and loss account, which the directors recommend should be disposed of as follows:—

A final dividend of 10 per cent. (making 15 per cent. for the year)...	\$12,500.00
Carry to reserve fund	40,000.00
Carry forward to new account.....	9,020.01

\$31,520.01

The sales show a considerable increase, and the net profit is \$56,919.37, against \$47,212.28 for the previous year.

THE HALL & HOLTZ CO., IN LIQUIDATION.—The liquidation of this Company, having been reduced to small limits, the directors present herewith the accounts. The only outstanding liability is the sum of Tls. 7,656.45, due to Messrs. Hall and Holtz, and the directors propose to advance this amount and take over the remaining assets (\$19,843.12), which, in accordance with the agreement dated October 7th, 1893, become the property of the shareholders of Hall & Holtz, Limited.

DIRECTORS.

Mr. J. S. Nazer retires at the forthcoming meeting, but being eligible offers himself for re-election.

AUDITOR.

The accounts have been audited by Mr. G. R. Corner, who retires, but offers himself for re-election.

F. W. SUCH,
Chairman.

Shanghai, 16th March, 1896.

The *Siam Free Press* of the 16th March says:—Captain Rosenstand, of the Siamese navy, came up a few days ago from Paknam suffering from fever, and went to stay in Mr. Smyth's house in Custom House Lane. On Sunday his boy appears to have gone out without preparing his milk, which Captain Rosenstand drank unboiled. Soon afterwards he was seized with choleraic symptoms, and on Sunday evening was in a very critical condition. He died the same evening at 7 p.m. The experience is valuable to residents using natural milk, and shows the importance of well boiling and straining the milk before using it.

HONGKONG FOOTBALL CLUB.

ANNUAL DINNER.

A large number of the members of this Club on Saturday evening last attended the second annual dinner. The members of the Naval Rugby team were also present and a very enjoyable evening was spent. After the usual loyal toast, H.E. Major-General Black, C.B., proposed the toast of "The Hongkong Football Club." Being a former player himself he said that he heartily desired and hoped that the prosperous and highly successful season of the past might be repeated for many years. He pointed out that it was customary with nations when spreading themselves over the globe to take with them into their new resting places some of their characteristics. Wherever the inhabitants of the British Isles pitched their tents, thither also they brought their sports.

Mr. Sanders in reply showed that football had been practised in remote ages and was known in England several centuries ago. He pointed out that although the Club this season had won all their Rugby matches, nevertheless they did not mind defeat, as reverses sometimes are beneficial. The Hongkong Football competition had been very serviceable in promoting healthy rivalry and in forming new teams, of which the more the better.

The Hon. J. H. Stewart Lockhart, President of the Club, read out the names of those who had been selected by a special committee for recognition. Messrs. Greenfield, Davies, R.A., Cameron, and Sanders obtained caps for their Rugby play, and for Association play Messrs. Hancock, Oliver, and Slade obtained badges.

Mr. Potts, Captain Rugby, then proposed the Rugby Naval team in felicitous terms. He was sure that if it were not for the Navy it would be almost impossible for them to have matches at all, as opponents would be very few, and it would become very tiring to play only amongst themselves.

Responding, Lieut. Sir R. K. Arbuthnot, R.N., drew attention to the kindness of the honorary secretaries of the athletic clubs in enabling the Navy to take advantage of the various forms of sport in Hongkong. He congratulated the Rugby section of the Club upon its excellent forward pack, and moreover warned the Club that the Navy would do their best to beat them next season. He hoped that the Navy might soon be allowed the use of a better piece of ground than the one upon which they usually played. This, he pointed out, was far from level, so many hollows being present that the ground was distinctly of a wavy character. He pointed out that the Naval Rugby team had good hopes of being stronger next year, some members with another year's experience being likely to render much greater assistance.

The Hon. J. H. Stewart Lockhart, in proposing the toast of "Our Guests," expressed regret on behalf of H.E. the Governor and of H.E. the Admiral that other engagements prevented their attendance. He was glad to know that H.E. the General had been a devoted partizan of the game and he thoroughly appreciated His Excellency's sentiments as to the qualities engendered by the followers of the manly game of football. Having alluded to the pleasure that all had derived from Surgeon-Major Hayes' musical selections and from his exhibition of legerdemain, and from Mr. Ormiston's services at the piano, and from Mr. Grace's songs, he said that Captain Loveband's services to football were well known to all present and he was very glad that the Rugby team had received such a strong addition. Further, that all present would appreciate the onerous and responsible post of a referee and therefore he was glad to see Mr. King looking none the worse for the difficult work that had been assigned him during the recent competition. The members of the Hongkong Football Club were glad to see Sir R. K. Arbuthnot and the Naval team. He knew how difficult it had been to score against them, and Sir R. K. Arbuthnot would find the Club next season prepared to extend to them a warm welcome on or off the field.

Surgeon-Major Hayes, D.S.O., in reply said he knew that he might on behalf of the other guests and of himself convey thanks

for the very warm reception that had been given by the members of the Club. He thoroughly sympathised with sport in all its branches.

Mr. King said he thanked the Club for the confidence reposed in him. Although he had undergone the usual criticism from competing teams, he was quite accustomed to the work and it had given him great pleasure.

Lieut. A. L. Cay, R.N., proposed the final toast of "The Chairman" in a spirited speech, in which he thanked Mr. Lockhart for his kind attention as President of the Hongkong Football Club. He knew his office was a hard one, as he understood that no one attended more regularly on the Committee. He must, however, bear in mind the satisfactory fact that the results of the Hongkong Football Club's efforts had been to provide a great deal of enjoyment to a great number of footballers and to lovers of football throughout the colony.

The Chairman in response thanked all for the kind manner in which the last toast had been received. He had been elected their President year after year and he intended, as far as he was able, to discharge the duties pertaining to that office in as useful a manner as possible to the members, and to football generally in the colony. He would now on behalf of the Club thank the Hon. Secretary, Mr. F. Browne, for his services.

Mr. F. Browne said that it had given him great pleasure to discharge the duties of his office. The Club was fortunate in having an excellent hard-working committee, who were always anxious for the Club's welfare. He said that Mr. Firth, Captain Association, had done a good deal to improve his team, his painstaking zeal having proved of great assistance.

The following was the programme:—

Toast..... The Queen.
Song..... Lieut. A. D. H. Grayson, R.A.
Toast..... The Hongkong Football Club.
Proposed by H. E. Major-General BLACK, C.B.

Responder:—Mr. E. D. SANDERS.

Song..... Mr. E. W. Maitland.
Musical Selections... Surgeon-Major HAYES, D.S.O.
Toast..... The Naval Rugby Team.

Proposed by Mr. G. H. POTTS, Capt. Rugby.

Responder:—Lieut. Sir R. K. ARBUTHNOT, R.N.
Song..... Mr. C. H. GRACE.
Toast..... Our Guests.

Proposed by the Chairman.

Responder:—Surgeon-Major HAYES, D.S.O.
Selections..... Mr. H. W. LOOKER.
Toast..... The Chairman.

Proposed by Lieut. A. L. CAY, R.N.
God Save the Queen.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

COLONIAL DEFENCE AND WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR MR. EDITOR,—I have waited more or less impatiently for some days to see something good in your columns re the above subject. I thought by "Britisher's" first letter that he had something in reserve, but when he wrote a second letter in the same strain I simply got irritated. It is absurd to ask the busy editor of a daily paper to get up an agitation on such a subject. If "Britisher" has anything to say, let him say it, or for ever hold his peace, and I think, sir, you have done more than your share if you grant time and space for publication. As to "Another Britisher's" letter, it is futile and too near conscription to be practicable. The letter of an "Old Naval Reserve Man" is rather better, but wide of the mark in many instances. To sink artesian wells on the lower levels would not be very expensive, always providing there is no rock, but the water would be more more or less salt; therefore of no use either for manufacturing or potable purposes. To get good fresh water he would have to go to the hills, and boring through solid rock, I venture to say, would be very expensive. As he says, the enemy (?) might take Tytam for their own use. If they did they would take the artesian wells also; then, sir, our last condition would be worse than the first. We do not want to provide for such an event, but to strain every nerve to breaking tension to guard against it.

Now, sir, by your leave, I shall take the liberty of stating what I think should be done to render this island practically impregnable, healthier for every resident, and at the same time provide an abundant water supply. To do this, the Government, Military Authorities, Public Works Department, and Afforestation Department must each do its part, at the same time working together in unison for the general weal. The Government must annex all the surrounding islands and also a slice of the mainland from Macao (including the island of Lappa) in a direct line to Shanghai. The Military Authorities must then erect suitable garrison forts on these islands and upon the mainland from Macao to Shanghai inland and also on the coast at suitable points. They must also build a double military railroad, to be connected in Hongkong with the barracks and military and naval stores, from thence running through the Wongneichong Valley and Gap to Deep Water Bay and Stanley, having a branch line from Deep Water Bay to Aberdeen; then make a double heavy tramway from Taikoo to Aberdeen round the west end of the island, but not at the water's edge; it must go in at the back of the slaughter houses, close by the Chinese Protestant cemetery, on by the Daily Farm to No 10 Bridge, from thence round the hill to Aberdeen. Then they must erect a fort at Chungchow and Cape DAguiar, making a miniature Gibraltar of mount Ma-nin-how, which has a fine, prominent, and central position on the south side of the island. The Afforestation Department must send a gang of coolies all over the island to burn all rotting vegetable matter so soon as it is sufficiently dry, and before the next rainy season sets in; this would be one step in the right direction for the health of the island. The Public Works Department's share now remains to be dealt with. We want more water and a healthier state of things all round. Very well, then; to get a good supply of water we must have another reservoir, and on a very large scale, and I do not know of any better place than the Wang-chuck-hang Valley, which reaches from Aberdeen to the golf links in Deep Water Bay, or about four miles long by two miles broad at its widest part, narrowing down to 400 yards at its narrowest part. This swamp is very unhealthy in summer and I believe responsible for half the sickness in the colony. This swamp is also entirely surrounded by hills, with the exception of the part 400 yards wide, where a dam could be built across for a mere trifle, and so we would get a good water supply for all purposes (other than potable) and eradicate a dangerous nuisance at the same time. It would be of infinitely more use to the colony than the land would if it was filled in with earth, and the cost would be small in comparison, as the stone, the principal thing, is near to the place in abundance, and any amount of sand within easy reach; the only things to be paid for would be labour and cement.

All these things I have narrated would cost a lot of money I know, but if the thing is worth doing at all it is worth doing well. If the home Government is willing to spend £14,000,000 sterling on Malta and Gibraltar within the next two years, I think Hongkong has a right to at least half that sum, which would do the whole thing. I do not claim to be right on these several subjects I have touched upon in this letter, but give them for what they are worth, to form a small matter for discussion, then correspondence, which might eventually lead to an agitation. At the same time I maintain that if they were carried out in part, or the whole, no enemy's ships would get within shot range of the island, much less to put one into our drinking water, or to land men to cut it off for their own use, and, least of all, to blockade the harbour.—I remain, dear sir, yours very faithfully,

OBSERVER.

Hongkong, 25th March, 1896.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I have just read "Observer's" letter on colonial defence and the water supply. As "Observer" is evidently a well meaning man I will not take his letter and analyse it by bits, for I am afraid that would be too hard on

him, but I hope he will forgive me when I say that he should read up geography and geology a little before writing again. My purpose, however, is not to find fault with "Observer" but correct some wrong impressions which he has, and others may have, formed as to what I suggested.

I certainly did not mean to suggest that artesian wells should be sunk on the hills, least of all on the south side of the island, where they would be in the hands of an enemy who had secured a footing preparatory to capturing or invading the northern shore and harbour.

What I proposed was to sink the wells on the north shore (say in Happy Valley and other valleys) and on the Kowloon side, where they would be safe from an enemy who had captured or destroyed the reservoirs.

Artesian wells sunk in any part of the world usually have to be driven through rocks soon after getting a hundred or more feet below the surface, and are often continued through several water bearing strata before tapping the one desirable. This might be necessary in Hongkong, but I conclude from the formation of the surrounding hills that a well ought not to require driving more than two or three hundred feet before striking a good water-bearing formation, and the water trickling down the hills on the island and those on the mainland, even in the driest seasons, gives evidence that the necessary pressure is there to bring the water to the surface. I should say that a well sunk near the middle of the Kowloon peninsula would be a good spot for the first, but one in each valley on the north side of the island of Hongkong would be desirable for the purpose of a convenient supply to the town. There is not much fear of water from the depth of 100 or 200 feet proving brackish.

While writing about the water supply in connection with the defence of Hongkong I should like to emphasise the need for more torpedo boats. The waters surrounding the colony are eminently suited to the manoeuvres of this class of craft and I should be sorry indeed for any hostile fleet, however strong, attempting to capture Hongkong as long as there was a fairly numerous fleet of good torpedo boats in the harbour to assist in the defence, even if there were no English fleet within a thousand miles of the colony to co-operate with them. Night after night these little terrors would issue forth and, kept posted as to the whereabouts of the enemy's ships by look-out stations on the hills, they would never fail to destroy one or more of the besieging vessels, if not completely annihilating the whole of them. The only safety for the enemy would be to go to sea every afternoon, and even then they would still be in danger from their minute assailants, who would dodge in and out amongst the islands, seeking shelter and attacking by turns and returning with morning to the harbour to coal and take a rest, leaving one or more of their number to keep the enemy on the move and thus force him to use up his supply of coal. Mirs Bay, Deep Bay, or any other place in the neighbourhood would be untenable by the enemy as long as this scourge threatened them, and the open sea would be their only hope, perhaps, during the summer months, to face a typhoon; or, during the winter months, a howling northerly gale or meet with fog and get separated or stranded. To anchor anywhere, even with fires kept banked, would, for the enemy, mean disaster. I leave your readers to imagine the feeling and condition of troops cooped up in transports under these circumstances, knowing that their vessel might be torpedoed at any moment. Enough, however. The reader may picture the close of such an attempt to invade Hongkong, with forts well manned and a well handled torpedo fleet in the harbour.

This, nevertheless, will not prevent the enemy destroying your reservoirs, by proxy, for any intelligent foreigner or Chinaman would have no difficulty in doing that undetected and probably would be well paid for the job. Artesian wells, on the other hand, are practically indestructible.

You have, Mr. Editor, dealt so well with the necessity for tramways and hill roads that I need say no more on these points than that I am of opinion that the tramway should be

undertaken at once; the portion along the Praya to connect the two ends could be constructed when the road is ready for it, but the rest of it should not be delayed till then. The present agitation for increased house accommodation and the prevention of overcrowding points strongly to the great urgency of it to open up building sites, even did the present political uncertainty and danger of a war not call for it for defence purposes.

Apologising for making another demand on your space.—I am, dear sir, yours truly,

OLD NAVAL RESERVE MAN.

Hongkong, 29th March, 1896.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I read with considerable interest Mr. Chater's letters, as also your leader of the 27th and 28th inst. relating to the above subject. I should be much obliged by your allowing me to make a few additions and suggestions.

First.—The barracks for the British infantry are badly placed, first, because they are too near the native town, with all its temptations of questionable houses of amusements, whereby the British soldier, "not being a plaster saint," suffers morally and physically. Second, in time of trouble the infantry would have to hold the heights. For the men this would mean camping out in wet and unhealthy weather, badly cooked food, and heavy work in transporting provisions, stores, and ammunition. Now, Mr. Editor, if the British infantry had barracks on the heights in some good central position, it would reduce hospital expenses, for the men would be healthier, so more could be placed in the fighting line at such points as their services might be required. The site for the barracks would have to be carefully chosen, and would no doubt entail a good deal of building up, filling in, and levelling down. The sale of the present barracks along with the sale or lease of the ground would go a considerable distance towards paying for the new barracks.

Second.—In the matter of communications, as pointed out by you in your leader, a great deal might be done by the colony in improving the roads. At present the gradient is in many cases too steep. Good roads would in time repay their cost, for they would open out new building sites, thus increasing not only the revenue of the colony, but its health also.

Third.—I cannot help thinking that a great mistake has been made as regards the composition of the Hongkong Regiment. As purely infantry no one can find fault with it, but, for the needs of the colony, it would have been better if the men composing it had been recruited from the same class as the men of the 23rd and 32nd Punjab Pioneers. These Muzbees are not only good fighters, but are remarkably useful in times of peace. It is they that make the military roads on our Indian frontier. If the Hongkong Regiment was a pioneer regiment, the men could be employed in building the forts and making the roads for the colony. Not only would expense be saved, but the colony would not need the presence of a horde of filthy Chinese coolies, that bring dirt and disease in their train. The men of the regiment having constant employment would be found to be almost free from crime of any sort. The tactics for the defence of the colony do not require much battalion work, for it would be mostly carried out by small detachments. This would exactly suit a pioneer regiment, for too much time need not be spent on battalion drill. It would be an easy matter to change by degrees the composition of the regiment, Muzbees being enlisted as the men serving at present obtain their discharge.

Fourth.—Considerable alterations might be made in the Police force. Granted that the Police force has been put on a satisfactory base, there can be no necessity for the colony to go to the expense of paying the passage out from home for recruits. The garrison could and should supply a steady stream of men of good character who would be only too willing to join the force. Volunteering for this purpose should be open to both the British and Indian troops in garrison here. The only use for the Chinese in the force is for detective duties. As patrols they are useless; they will never singly tackle a drunken European sailor, and have too much

reverence for the better-to-do Chinese, and too much in common with the lower classes to be of much use. So quite fifty per cent. should be discharged and their place filled up with more European and Indian constables. This would considerably strengthen the defensive power of the colony.

Fifth.—Jinricksha and chair coolies should pass a medical examination as regards their fitness for their work. Before having a licence issued to them, they should be required to sign an agreement to do military transport work when called upon, such as dragging guns into position, carrying sick and wounded, taking ammunition and stores to the front. For this they would of course be paid. These jinricksha and chair coolies should be made to wear a uniform, and should occasionally be drilled in small batches in transport work. In doing this the colony would get a better lot of men and more useful. As the users of chairs and jinrickshas are people that can afford that luxury, the fares might be raised ever so slightly just sufficient to pay for the uniforms, &c.—Believe me, yours &c.,

BRITISHER.

Hongkong, 30th March, 1896.

TO THE EDITOR OF THE "DAILY PRESS."

SIR—My attention has just been called to the letters in the *Hongkong Telegraph* signed by T. Atkins and Staff-Sergeant A. Morrison in connection with the Athletic meeting held under the auspices of the Victoria Recreation Club on Saturday last. If what is stated took place I can well understand their feelings of indignation and disgust with the arrangements.

I myself as far as possible supervised the management in connection with the course. The enclosure referred to I take to be that at the left hand side of the stand, which was put up with the view of accommodating members and subscribers, the stand being considered insufficient.

When I arrived on the ground at about 2.30 p.m. I found this enclosure already filled by others than members or subscribers and made the remark that such was not my original intention, but as it was now full nothing should be done.

This remark was evidently overheard and misconstrued by some one, with the result of the unpleasantness referred to, which I knew nothing of until my attention was called to the letters in your evening contemporary. From the remarks made in the local press the arrangements generally were considered satisfactory and the Committee much regret to find now that they were marred by this unfortunate incident. Mr. Atkins and Staff-Sergt. Morrison may rest assured that no orders were issued by me or anyone with the knowledge of the Committee to exclude the Queen's uniform from places where others not connected with the sports were admitted.

I would also point out that the uncalled for and unjustifiable attack of "Improve" upon the military receives no sympathy from me.—Yours faithfully,

E. D. SANDERS,

Hon. Secretary, V. R. C.

Victoria Recreation Club,
27th March, 1896.

RAILWAYS IN KWANGSI.

The *N. C. Daily News* of the 25th March says:—News was received by wire from Peking yesterday that M. Gérard, the French Minister, has succeeded in persuading the Tsungli Yamen to issue an order to the Governor of Kwangsi to take prompt steps to continue the French railway that is now being built from Phulangthuong to Langchow, northward from Lungchow. The design, of course, is to intercept the merchandise that will go down the West River as soon as it is opened, and divert it to the Tonkin route. There is nothing to object to in the scheme, for the more railways that are built in China the better; but Kwangsi is such a poor province that the railway is not likely to get on very fast, nor to divert a very great quantity of trade when it is built. It is to be hoped that it will get on faster than the French railway from Phulangthuong to Langson did.

SIR ROBERT HART.

Shanghai, 23rd March.

One hears so frequently and so untruly that the I.G. is about to leave his retreat in Peking for a trip abroad amongst his fellow men, that scepticism is the recognized correct attitude towards all such announcements. But a well informed correspondent writes us on the well worn subject from the capital in a tone that commands more than usual attention, and this time it may be true. He says:—"Sir Robert Hart, G.C.M.G., &c., &c., &c., Inspector-General of the Imperial Maritime Customs of China, I hear, will make a round tour of all the lighthouses and treaty ports early in May next, and acting under the orders of his medical advisers he will remain on shore at the various points touched at as little as possible during the night time. The I.G.'s yacht *Pingching* will proceed to Tientsin at the end of her annual cruise (to the northern lighthouses upon which she left yesterday), the revenue cruiser *Chunteao* or one of the southern cruisers is expected to act as consort to the *Pingching*." We heartily wish that the trip may be most beneficial in every way to the health of the I.G., who is without doubt the greatest standby the large empire of China has ever had, and to whom she owes a debt of gratitude money can never repay.

24th March.

We are able to confirm our report of last evening respecting the movements of the Inspector-General of the I.M. Customs, who is already preparing for what would seem to be an absence of more or less uncertain duration from the post which he has stuck to with such slavish constancy for so many years. We are sorry to say that Sir Robert Hart's health has been so poor of late that an extensive change of scene is considered imperative by his medical advisers. The trip around the treaty ports and lighthouses has been consequently arranged, and it is even quite on the cards that the I.G. may extend his travels as far as Europe. If so, Mr. Robert Bredon and Mr. Hippisley will most likely jointly manage the affairs of the Inspector-General at Peking, and Mr. Bredon has already been advised by wire of the necessity for his immediate return to China.—*China Gazette*.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The Commissioner of Customs has been requested by the Viceroy to take charge of the registration of boats and junks. They are to be numbered and proper anchorage regulations are to be enforced. The Commissioner has consequently issued a notice requiring the boat people to register their boats.

The great fight between the east and west districts of Kamlee has been stopped. Several hundred soldiers are now stationed there. About one hundred old women and widows belonging to the west district have sent a petition to the Taotai there complaining that their husbands and sons have been killed by the east district people. The Taotai replied that he could do nothing for them, as the deaths of their husbands and sons were caused by their own fault.

Viceroy Tan Chung-lun has received an order from Peking to disband seventy per cent. of the soldiers throughout the whole province of Kwangtung. His Excellency has memorialised the throne to cut off twenty per cent. only, for he says that robberies are daily reported.

The gods of the Wa-lum Monasteries have been all skinned by thieves, for they were made of clay and covered with gold. The thieves sold the skins to the goldsmiths' shop.

It will be learnt with very great regret, says the *N. C. Daily News*, that the illness of Mrs. George Jamieson is so serious that it has been thought best that she should return to England by an early steamer. She will be accompanied by Mr. George Jamieson, who has been granted leave for that purpose. Mr. Bullock will act meantime as Consul and Assistant Judge, Mr. L. C. Hopkins will replace Mr. Bullock at Chefoo, and Mr. H. P. Joly will succeed Mr. Hopkins at the Shipping Office.

THE ABANDONMENT OF THE JAPANESE COTTON INDUSTRY AT SHANGHAI.

Referring to the abandonment of the proposed Japanese cotton industry at Shanghai, the *Japan Mail*, after quoting some statements in its vernacular contemporaries to the effect that the step was due to the delay in the conclusion of the commercial treaty, says:—"It is certainly strange that such misconceptions should exist as those entertained by the vernacular journals quoted above. The delay in concluding the new commercial treaty between China and Japan has nothing whatever to do with the abandonment of Japanese cotton-spinning projects in Shanghai. The difficulty lies in quite another direction. It was fully explained in these columns more than two months ago. The Chinese are at present in a position to impose any taxes they please on cotton carried from the interior to an open port for the purpose of being there manufactured into goods intended for consumption in China. Were the goods destined for export abroad, it is possible that raw cotton for their manufacture might be allowed to reach the mills on payment only of the transit duties conventionally leviable in the case of exports. But since the manufactures are to remain in China, their raw material cannot claim any of the exceptions accorded specifically to exports. Under such circumstances it is plainly within the competence of the Chinese local authorities to impose prohibitive taxes on cotton travelling from the place of production to foreign factories in Shanghai. Two obvious reasons might operate to encourage the imposition of such transit duties. One is that, though bound by the provisions of the Shimonoseki Treaty to permit foreign manufacturing enterprises in the settlements, the Chinese are distinctly opposed to such an innovation, and would be glad to prevent it by interfering with the supply of raw material. The other is that certain influential Chinese in high positions are pecuniarily interested in securing their own cotton-spinning enterprises against local foreign competition. It would be oversanguine, and altogether contrary to experience of Chinese ways, to anticipate spontaneous liberal action in this matter. Japanese capitalists seem, therefore, to be adopting a prudent course when they refrain from erecting factories and setting up costly plants of machinery before they know whether a supply of raw material will be procurable on reasonable terms. As for the commercial treaty now in process of tedious negotiation in Peking, its provisions will certainly have no effect in solving the difficulty. The Japanese Government are not entitled to ask for any concessions other than those specified in the Shimonoseki Treaty. They certainly cannot ask to have their subjects in China placed on a more favourable footing than Chinese subjects for purposes of manufacturing enterprise. Even if they were entitled, we greatly doubt whether they would now be disposed to advance any such proposal. Their experience has been deterrent. It is not conducive to Japan's interests that European and American capitalists should set up cotton-spinning factories in Shanghai. Her own cotton yarns would thereby be exposed to almost fatal competition in Chinese markets. Thoroughly sensible of that fact, her statesmen nevertheless caused to be included in the Shimonoseki Treaty a provision legalizing foreign manufacturing enterprise in the settlements in China, their object being to show the world that they did not seek to reap any selfish or exclusive commercial benefit from their country's victories, but that they desired to utilize the occasion for the general good of all nations. Their action received no manner of recognition. On the contrary, the proprietors of the first foreign cotton mill in Shanghai announced, in their prospectus, that the inception of undertaking had been rendered possible by the exertions of the British Minister in Peking, and foreign critics generally tried to convince the public that Japan—Japan whose education in the matter of the most-favoured-nation clause had been so long and painful—sought to reap an exclusive benefit for her own nationals when she inserted that particular provision in the Shimonoseki Treaty, and was intensely chagrined to find

that all the powers would share equally with herself. That experience, we feel, has effectually taught the statesmen of this empire that egoism is the one safe principal of international dealings now-a-days, and even had they any shadow of right to include in the new commercial treaty a clause exempting raw cotton from heavy transit dues en route for Shanghai, they would scarcely negotiate in such a sense. What assurance European and American projectors of Shanghai mills have as to supplies of cotton we do not. If they can procure the raw material at a reasonable price, so can the Japanese, for the latter now enjoy most-favoured-nation treatment in China. But certainly before sinking large sums of money in buildings and machinery, it seems prudent to ascertain definitely whether the difficulty about transit dues can be overcome. The Japanese projectors lose nothing by suspending their enterprise at this stage. The machinery ordered from England can be set up in Kiushu, where there is ample room for another factory, and the land acquired in Shanghai can be sold for more than it cost.

JAPANESE COMPANIES AND FOREIGN INVESTORS.

Nothing could more forcibly illustrate the altered temper of the Japanese nation towards foreigners than the action taken on the 13th March by the House of Representatives with regard to the Industrial Encouragement Bank Bill. The measure is of considerable magnitude. Its import was fully set forth in our columns (Jan. 17th) at the time of the Bill's introduction in the Lower House. We need only explain, therefore, that the Bank is to be a joint stock institution, having for its object the furnishing of accommodation to agriculturists and manufacturers, and that its capital is to be ten million yen, in fifty thousand shares of two hundred yen each. When the House came to read the Bill a second time, an influential member (Mr. Kawashima Jun) pointed out that whereas, in the regulations of the Bank of Japan, a provision appeared interdicting the purchase of shares by foreigners, no such provision had been inserted in the constitution of the Industrial Bank, and it would consequently be possible for foreigners not only to acquire the shares, but even to obtain control of the Bank. Four years ago, when the "Strict-enforcement" movement was at its height, could there have been any doubt as to the Representatives' attitude towards such a question? We think not. They would certainly have amended the Bill in the sense suggested by Mr. Kawashima. Indeed, the tendency of the Diet in past years was always to exclude foreigners from any direct share in Japanese enterprises, and of course that tendency was immensely accentuated at the time when people cried out for strict enforcement of the treaties, and even for the introduction of a law penalizing any covert assistance lent by Japanese subjects towards the acquisition of fixed property by foreigners. We have often analysed the sentiment mistaken by superficial observers for anti-foreign feeling in Japan, and have insisted that it was nothing more than a somewhat morbid desire of self-assertion; a species of not unnatural protest against the *de-haut-en-bas* treatment extended to the Japanese generally by Occidentals. Our readers may also remember that, according to our view, the strict-enforcement agitation itself produced an antidote to that feeling, inasmuch as the doctrine, by finding a prominent place in the platform of the extreme wing of the Opposition, naturally became a point of attack to the moderates, and thus, for the first time since 1886, a great political party—the Liberals (*Jiyu-to*)—stood forward as champions of unrestricted foreign intercourse. Again, when Japan was winning her victories over China, and when certain writers were predicting that the nation would become so "stuck up" as to render foreign residence intolerable, we foretold precisely the opposite result, our conviction being, first, that, as a general rule, the Japanese would take their success modestly and quietly; and secondly, that the consciousness of having won a title to Occidental respect would soothe their morbid anxiety to prove themselves worthy of something better than supercilious

patronage. We think that we may claim the credit of having judged correctly, and that the attitude of the House of Representatives on Saturday goes far to confirm our views. In reply to Mr. Kamashima's proposal, the Vice-Minister of Finance, in his capacity of Government Delegate, stood up and boldly declared that the time was past for exclusive legislation against foreigners. It had been prudent, doubtless, said Baron Tajiri, to interdict foreign ownership of the Bank of Japan's shares at the epoch (1882) of that institution's establishment, but since then the country had progressed so far that to exclude foreigners from an enterprise like that under consideration by the House was no longer desirable or possible. The House divided on the question, 86 voting against, and 77 for, the interdict proposed by Mr. Kawashima. It will be agreed, we imagine, that such a vote is a most healthy sign of the temper of the time. The Japanese are learning to see that they should encourage, instead of deterring, the investment of foreign capital in the country. —*Japan Mail*.

HONGKONG.

The weather has been warm during the past week and it seems as if the summer were about to set in earnest. At the Police Court on Thursday Mr. J. D. Humphreys was fined for riding in a prohibited place, and in the afternoon an important meeting of the Sanitary Board was held. On Friday a very successful concert was given by the Philharmonic Society. On Saturday night a concert was given at the Club Germania, and the same evening the members of the Hongkong Football Club held their annual dinner. During the week the shareholders in the following companies met—China Sugar Refining Company, Limited, Luzon Sugar Refining Company, Limited, and the China and Manila Steamship Company, Limited. By this mail Li Hung-chang is proceeding to Russia. He did not land in Hongkong, although invited by His Excellency the Governor to luncheon.

The flagship *Centurion* went into dock at Hunghom on the 26th March.

H.M.S. *Narcissus* returned to port on the 26th March and the German gunboat *Illis* arrived from Pakhoi.

It is notified in the *Gazette* that the Queen's exequatur has been issued empowering Mr. L. Vincent to act as Consul for Belgium at Hongkong.

H.M.S. *Algerine* and *Phoenix* are to be sent out for service on this station. It is believed they are intended to replace the obsolete gunboats *Esk* and *Tweed*.

It is notified in the *Gazette* that Dr. W. Knappe has been recognised as in charge of the German Consulate during the absence of Mr. L. von Loeper, the Consul.

At the Magistracy on Monday thirty-nine charges of being out late at night without a light or pass were dealt with. In every case but one, which was dismissed, a fine of \$1 was imposed.

At a meeting of the Field Battery of the Hongkong Volunteer Corps held on Saturday afternoon Mr. D. Macdonald, of the Kowloon Dock Detachment, was unanimously elected a Lieutenant.

A German seaman named John Thunen was fined \$5 at the Police Court on the 27th March for behaving in a disorderly manner at the Sailors' Home and assaulting the watchman early yesterday morning.

A Government notification was issued on Friday to the effect that from the 30th March the constant system of water supply will be again introduced and maintained until further notice in the public mains throughout the city.

From Japan papers we learn that the *City of Rio de Janeiro* had had to burn some of her woodwork to enable her to reach Honolulu; while the *City of Peking* is reported to have reached Yokohama with only 15 tons of coal on board.

Three privates in the Hongkong Regiment were each fined \$5 at the Magistracy on Monday for gambling at Taikoktsui. They were playing *po tsai* with some Chinese gamblers, and when the police put in an appearance the Chinese bolted and the Indians were arrested.

The Ordinance to provide for the recognition in the colony of probates and letters of administration granted in British possessions has been approved by Her Majesty.

On Monday afternoon a sale of Crown land at Yaumati took place. The lot is Kowloon marine lot No. 39 and contains 199,500 square feet. The annual Crown rent is \$1,397. The upset price was \$19,950 and it was knocked down for \$20,000 to Messrs. Leigh and Orange.

On Saturday an Indian policeman saw a Chinaman stealing wood within the Taipingshan area, and he chased the thief into a house. Unfortunately, however, the constable fell as he was running down some steps and he seriously hurt his back. He was taken to the hospital, where he is detained. The thief got away.

A sentence of three months' imprisonment was passed upon Juan Baretto, a seaman on the *Energia*, at the Police Court on the 27th March for cutting and wounding a fireman named Gaston. The prisoner and another man quarrelled and were about to fight when prosecutor asked them not to. Prisoner replied by pulling out a knife and stabbing the peacemaker on the left side of his body.

Telegraphic intelligence has been received of the death at San Francisco of Mr. Andrew Johnston. Mr. Johnston left Hongkong in the P. M. steamer *China* on the 8th February last, suffering severely from sprue. He had been resident in the colony for twenty-two years and as a consulting engineer and Lloyd's Surveyor was well known. He took a keen interest in the Institution of Engineers and Shipbuilders, of which he was for some time the Secretary.

A special session of Justices was held at the Magistracy on Monday afternoon to consider an application for a transfer of a licence. The applicant was Mr. R. C. Hurley, of the Grill Room, and he asked for his licence to sell intoxicating liquors to be transferred to Ng Pak To. Mr. Mounsey made the application. The police objected to the transfer on the ground that a European manager was a necessity in a place used by Europeans. The Magistrates—Messrs. T. Sercombe Smith, E. W. Mitchell, and A. Shelton Hooper—refused the application.

At a regular meeting of the United Mark Lodge, No. 419, E.C., held on Wednesday night, Bro. W. M. B. Arthur, S.W., was installed as Worshipful Master for the ensuing year, and afterwards appointed his officers as follows:—S.W., Bro. T. Spafford; J.W., Bro. G. J. W. King; M.O., Bro. W. H. E. Smith; S.O., Bro. D. Hall; J.O., Bro. H. G. Baker; Treasurer, Bro. J. R. Grimbale; Reg. of Marks, Bro. G. W. Watling; Hon. Secretary, Bro. W. J. Solly; S.D., Bro. H. E. A. Hoile; J.D., Bro. J. Lochead; D.C., Bro. A. G. Dymond; Steward, Bro. C. Rae; I.G., Bro. J. R. Craik; and Tyler, Bro. J. Maxwell.

We regret to announce the death of Mr. P. B. Schmacker, lately a partner in the firm of Messrs. Carlowitz and Co., with which he had been connected for over twenty years. Mr. Schmacker was making a visit to Japan, intending afterwards to return to Europe. Both in business and social relations the deceased gentleman was esteemed by all who knew him and his death at the early age of forty-four will be deeply regretted by his numerous friends at Shanghai and Hongkong. Mr. Schmacker made a hobby of conchology, and his collection of shells was, we believe, one of the finest private collections in existence.

A very impudent robbery was perpetrated at noon on the 26th March in Bonham Road, the victim being an English lady named Mrs. Brown, who resides in Richmond Terrace, and who, we understand, only lately arrived in the colony. She was wearing a considerable amount of jewellery at the time, one of the articles being a gold watch, and while walking along Bonham Road two men, Chinese, went up to her and one suddenly snatched her watch and both bolted and quickly got out of sight. Fortunately we rarely hear of these daylight robberies from European ladies and it is to be hoped that in this case the thieves will be speedily caught.

We have to acknowledge receipt of a pamphlet entitled "Medical Missions," by Dr. Kerr, published by the Presbyterian Board of Publication and Sabbath-School Work, Philadelphia. It is an eloquent justification of medical missions and a plea for their efficient support.

On Friday night the members of the Institution of Engineers and Shipbuilders of Hongkong gave their last dance of the season at the City Hall.

The cases of plague reported during the last few days have been as follows:—On the 26th, nine; on the 27th, five; on the 28th, five; on the 29th, eight; on the 30th, six.

A man was charged at the Police Court on the 25th March with being concerned in the robbery of money and goods of the value of \$38 from a boat at Tsimshatsui. Four men boarded the boat and the prisoner has been identified as one of them. He was remanded for further enquiries. The robbery was not really an armed robbery, as only one of the men had a weapon and that was a chisel, while the theft was committed because some females in the boat would not concede to the wishes of the men. On the 30th the prisoner was sentenced to six months' hard labour.

There appears to be an impression that the Dairy Farm Co., Limited, will be entitled to compensation from the Government in respect of the animals slaughtered on account of cattle plague. The point is a doubtful one. The Ordinance provides that compensation shall be paid in respect of animals slaughtered under the provisions of the Ordinance, except in cases where disease manifests itself within three days of the importation of an animal. From the minutes of the Sanitary Board as published in the last *Gazette*, however, it does not appear that the slaughter of the Dairy Farm Company's cattle was ordered by the Board. The question is whether compensation can be claimed for animals slaughtered without such order. It seems to be a point for the lawyers.

On Saturday evening the marriage in Bombay of the grandson of Mr. E. Pabaney, one of the best known of Indian merchants in Hongkong, was celebrated by a dinner and an Indian musical gathering given at Mr. Chater's bungalow, Kowloon, which had been lent for the occasion. About two hundred guests were present, the chairman being Mr. Hassumbhoy, the local manager for the firm. After dinner Mr. A. Seth, in a well conceived speech, proposed health and prosperity to the bride and bridegroom, and the toast was enthusiastically drunk. The reply was made by the chairman, who is a nephew of Mr. Pabaney, and he mentioned that the marriage took place on the 10th February in Bombay. The celebration was not held sooner because the fast holidays expired last week. He thanked every one present for attending and in conclusion proposed the health of Hon. C. P. Chater. The Indian musical entertainment was then given and proved most interesting and enjoyable, and the whole of the numerous guests cordially showed their appreciation of the hospitality of the host and the kindness of the chairman.

MISCELLANEOUS.

Influenza of a mild type is very prevalent in Kobe just now, says the *Kobe Chronicle* of the 16th March, not only among foreign residents, but the Japanese as well.

At Shanghai on the 23rd March a ball was given at the Astor House by Mr. T. K. Jernigan (U.S. Consul-General) and Mrs. Jernigan to Admiral McNair (commanding the U.S. Asiatic Squadron) and Mrs. McNair. Amongst the guests was H.E. Li Hung-chang.

The *Yushin Nippo* states that pending the completion of the steamers which the Nippon Yusen Kaisha are having built for their European line, they have resolved to charter one of 5,900 tons from an English company and two of 3,500 tons each from a French company.

A fire broke out at about 6.30 p.m. on the 24th March in No. 12, Woosung Road, Shanghai, occupied by Mr. Brun, and as it was a wooden building the flames rapidly spread and did great damage before the Fire Brigade turned up. The house and Mr. Brun's private effects were both insured.

Great inconvenience is experienced by importers at present owing to the fact that every wharf and godown in Shanghai is blocked with cargo. Two miles more wharfage on the Pootung side and four or five extra Customs Examiners would be a great boon to all concerned.—*China Gazette*.

The native papers are beginning to grow alarmed about the number of Russian students coming to Peking to study Chinese, and point out how these tactics were similarly practised by the Japanese before their recent victories over China. The writers warn the Chinese Government to be very careful in this matter.—*China Gazette*.

As all the shares (amounting to 1,000,000 yen) which it was decided to add to the capital stock of the Yokohama Dock Company have been subscribed for, the company has decided to call for plans for the construction of docks to accommodate ships of 10,000 tons burden. One smaller dock has been completed and another will be finished by October next.—*Advertiser*.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	7,146,099	7,813,790
Amoy	760,842	772,692
Foochow	11,175,408	14,357,248
Shanghai and Hankow	21,111,512	21,591,499
	40,493,861	44,535,229

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	14,665,055	19,447,739
Foochow	6,066,651	4,626,555
Shanghai	29,029,320	25,796,160
	49,761,026	49,870,454

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai	27,210,863	22,555,223

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	29,773,503	28,686,847
Kobe	18,925,900	16,726,614
	48,399,403	45,413,461

SILK.

SHANGHAI, 26th March.—(From Messrs. Cronie and Burkill's circular.)—London advices of 24th quote a quiet market with Blue Elephants at 10/6. Raw Silk.—There has been a general decline in prices of White Silks, but only a very moderate business has ensued. Large quantities are still on offer at the parity of Tls. 31 1/2 to Tls. 320 for Gold Kilin, so that further business is possible before the mail closes. Tsatlees.—So far settlements are about 500 bales, and the quotations below are the closing prices of the week. Hangchows and Taysams.—Very small transactions. Yellow Silk.—About 100 bales of Kopun, Miennyang and Mienchow have found buyers. Wild Silk, Waste Silk, and Pongoes.—No business reported.

Purchases include:—Tsatlees.—Buffalo 2 at Tls. 435; Bird Chunling at Tls. 85; Mountain 4 at Tls. 365; Silver Double Elephant at Tls. 320; Gold Kilin at Tls. 31 1/2; Siebings Quong-foong at Tls. 312 1/2; Blue Phoenix at Tls. 307 1/2. Hangchow Tsatlees.—Lanhook at Tls. 320; Lanping at Tls. 300. Taysam.—9/12 Moss Double Butterfly 1 at Tls. 32 1/2. Yellow Silk.—Mienchow at Tls. 242 1/2; Mei-yang at Tls. 235 to Tls. 238 1/2; Kopun at Tls. 230.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai	48,858	47,202
Canton	14,750	13,495
Yokohama	19,364	19,196
	82,972	79,893

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	9,190	7,207
Shanghai	9,508	7,573
Yokohama	26,774	22,921
	45,472	37,701

CAMPHOR.

HONGKONG, 31st March.—Large supplies have come forward and the market is weaker. Quotations for Formosa are \$74.50 to \$74.50. During the past week sales have been 150 piculs.

SUGAR.

HONGKONG, 31st March.—The market is very dull and prices are declining. Following are the quotations:—

Shekloong, No. 1, White...	\$7.20 to 7.25 per picul.
do. " 2, White...	6.61 to 6.64 "
Shekloong, No. 1, Brown...	4.62 to 4.65 "
do. " 2, Brown...	4.55 to 4.58 "
Swatow, No. 1, White...	7.10 to 7.13 "
do. " 2, White...	6.55 to 6.58 "
do. " 1, Brown...	4.50 to 4.55 "
Swatow, No. 2, Brown...	4.47 to 4.50 "
Foochow Sugar Candy	10.95 to 11.00 "
Shekloong	9.60 to 9.65 "

MISCELLANEOUS EXPORTS.

The German barque *Cerastes*, Hongkong to New York, 21st March, took:—5 casks Preserves, 60 cases Preserves, 40 packages Cans, 200 cases Fans, 605 packages Rattanware, 1,000 cases Cassia, 1,450 rolls Matting, and 2,396 packages Merchandise.

The P. & O. steamer *Bombay*, Hongkong to London, 23rd March, took:—6,012 bales Hemp, 5 cases Cigars, 48 packages Quartz, 37 packages Tea, 1 package Silverware, 51 bales Waste Silk, 4 cases Silk Piece Goods, 290 cases Chinaware, 5 cases Blackwoodware, 58 rolls Matting, 175 packages Cans, and 14 packages Sundries; for Buenos Ayres:—51 packages Tea; for Manchester:—150 bales Waste Silk.

OPIUM.

HONGKONG 31st March.—Bengal.—The market has ruled steady and prices close much the same as at date of last report, New Patna being quoted at \$75 1/2, Old Patna at \$77 1/2, New Benares at \$74 1/2, and Old Benares at \$78.

Malwa.—There have been very few sales during the interval and the market closes weak. The following are the latest figures:—

New ...	750 with all'ance of 2 1/2 to 4 cts.
Old (2 1/3 yrs.)	\$760 " 2 to 3 "
Older	770 " 1 1/2 to 2 1/2 "
Persian.—	There has not been any change in prices during the period under review, Oily continuing to be quoted at \$600 to \$630, and Paper-wrapped at \$650 to \$700 according to quality.
To-day's stocks are estimated as under:—	
New Patna	970 chests
Old Patna	740 "
New Benares	530 "
Old Benares	110 "
Malwa	300 "
Persian	1,500 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1896.	\$	\$	\$	\$	\$	\$
Mar. 26	757 1/2	775	745	780	750/760	770
Mar. 27	755	775	740	780	750/760	770
Mar. 28	757 1/2	775	742 1/2	780	750/760	770
Mar. 29	775	742 1/2	742 1/2	780	750/760	770
Mar. 30	775	776 1/2	742 1/2	780	750/760	770
Mar. 31	775	776 1/2	742 1/2	780	750/760	770

RICE.

HONGKONG, 31st March.—Prices are slightly lower under the influence of large arrivals. Closing quotations are:—

	per picul.
Saigon, Ordinary	\$2.41 to 2.45
" Round, good quality	2.62 to 2.65
" Long	2.72 to 2.74
Siam, Field, mill cleaned, No. 2 ...	2.60 to 2.63
" Garden, " No. 1 ...	2.79 to 2.83
" White	3.12 to 3.15
" Fine Cargo	3.28 to 3.31

COALS.

HONGKONG, 31st March.—Very small business doing and quotations are unchanged. Quotations are:—

Cardiff	\$12.00 to — ex ship, nominal.
Australian ...	7.25 to 7.50 ex ship, nominal.
Mitke Lump...	\$5.60 to 5.75 ex ship, steady
Mitke Small...	4.85 to — ex ship, do
Moji Lump ...	4.00 to 5.50 ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 31st March.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—460 bales No. 10 at \$71 to \$77.50, 345 bales No. 12 at \$71.50 to \$76, 275 bales No. 16 at \$84.00 to \$90, 530 bales No. 20 at \$78 to \$91. **Grey Shirtings.**—1,000 pieces 10 lbs. Blue 5 Men at \$3.75, 600 pieces 8½ lbs. 3 Dogs at \$2.92½. **White Shirtings.**—2,500 pieces No. 2,000 at \$4.45, 600 pieces Blue Lion at \$5.40. **T-Cloths.**—375 pieces 7 lbs. Mexican Gold Pheasant at \$1.90. **Dills.**—450 pieces 14 lbs. Dragon at \$3.35.

METALS:—Iron.—300 kegs wire nails at \$4.45. **Yellow Metals.**—100 cases new 10/14 ozs. at \$25.50, 100 cases new 16/22 ozs. at \$24.50. **Tin.**—210 boxes tinplates at \$5.10. **Quicksilver.**—250 flasks at \$111.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20	\$65.00 to \$91.50
English—Nos. 16 to 24	104.00 to 108.00
„ 22 to 24	109.00 to 112.00
„ 28 to 32	114.00 to 119.00
„ 38 to 42	124.00 to 131.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.40 to 1.55
7lbs.	1.85 to 2.05
8.4 lbs.	2.10 to 3.10
9 to 10 lbs.	3.20 to 4.00
White Shirtings—54 to 56 rd.	2.30 to 2.50
58 to 60 „	2.65 to 3.25
64 to 66 „	3.30 to 3.75
Fine	4.05 to 6.90
Book-folds	3.20 to 5.40
Victoria Lawns—12 yards	0.60 to 1.25
T-Cloths—6lbs. (32 in.) Ord'y.	1.40 to 1.55
7lbs. (32 „)	1.80 to 2.95
6lbs. (32 „) Mexs.	1.60 to 1.75
7lbs. (32 „)	2.15 to 2.40
8 to 8½lbs. (36 in.)	2.35 to 3.05
Drills, English—40 yds. 13½ to 14lbs.	3.20 to 3.40

FANCY COTTONS.

Turkey Red Shirtings—1½ to 5lbs.	1.30 to 3.50
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Biocades—Dyed	3.75 to 4.50
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Damasks	0.12 to 0.15
Chintzes—Assorted	0.07 to 0.10
Velvets—Black, 22 in.	0.21 to 0.28
Velvetines—18 in.	0.16 to 0.20

Handkerchiefs—Imitation Silk	0.40 to 0.85
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WOOLLEN.

Spanish Stripes—Sundry chops	0.60 to 0.95
German	1.00 to 1.15

Habit, Med., and Broad Cloths	1.25 to 3.50
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Long Ells—Scarlet	6.90 to 8.00
Assorted	7.00 to 8.10

Camlets—Assorted	13.00 to 27.00
Lastings—30 yds., 31 inches, Assorted	10.00 to 18.00

Orleans—Plain	3.00 to 3.60
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Blankets—8 to 12lbs.	4.20 to 8.40
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METALS.

Iron—Nail Rod	3.00 to 3.05
Square, Flat Round Bar	3.00 to 3.05
Swedish Bar	4.75 to 4.80
Small Round Rod	3.55 to —
Hoop	4.50 to —
Old Wire Rope	3.00 to —
Lead	6.90 to 6.95

Yellow Metal—Muntz, 14/28 oz.	25.00 to —
Elliot's, 16/28 oz.	24.75 to —
Japan Copper, Slabs	26.00 to —
Tin	35.50 to 35.75

Tin-Plates	5.20 to 5.40
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Steel	4.25 to —
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SUNDRIES.

Quicksilver	108.00 to —
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Window Glass	4.15 to 4.20
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Kerosene Oil	2.10 to —
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SHANGHAI, 26th March.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade report.)—It is a noteworthy thing in this market that our Celestial friends are never wanting for excuses or reasons for not doing business, that tend to unsettle all the carefully cherished schemes of Importers. There appears to be no fixed basis that can be relied upon on which to work, the trade is purely a hand to mouth one and seems to depend entirely

ly on the circumstances of the moment. After waiting for weeks on the tip-toe of expectation for the benefits it was promised would accrue to the trade in general on the opening of Tientsin, the only satisfaction that can now be obtained from the dealers when business is proposed is the answer, "must make wait look see how fashion that Newchwang market," hence the very poor record of business done that has to be submitted again this week. Everything looks very favourable in that Northern Port, but, notwithstanding the largeness of stocks, residents do not anticipate very high prices will be realised for the first shipments. The quantity sent up will be quite sufficient to thoroughly test the capacity of the market and news is anxiously awaited. Produce is in abundant supply, which is a very promising feature. That enquiry for Tientsin should be slack at present is easily explained by the quantity sent up by the first steamers compared with previous years, and it is not astonishing to learn that the market has given way as much as a mace per piece under the pressure of this heavy load. It certainly looks as though White Shirtings and Prints run the risk of being overdone, and yet they are the very commodities that are attracting most attention here at present.

Metals.—(From Mr. Alex. Bielfeld's report.)—27th March:—No business of importance has been done during the week, but transactions that were settled before are beginning to be made known. In New Metals I have nothing to report in the way of contracts. Nailrods are said to have been purchased at home, but not on account of the native dealers, who continue to hold back, refusing to believe pre-ent high values can last. Old Material.—Contracts have been booked during the past two or three weeks as follows:—300 tons Boiler Plates 78s. to 80s. c.i.f.; 200 tons Steel Plate Cutting 83s.; 250 tons Steel Plate Cutting 78s.; 100 tons Wire Rigging private. Some 2,000 tons Horse-shoes have been booked at 79s. to 85s. for Glasgow and Liverpool. 100 tons Liverpool this week were settled at 84s. I have sold the following by auction:—650 piculs Cable Wire at Tls. 1.47½; 1,250 piculs cobbles at Tls. 1.42½ to 2.25; 400 piculs Hoops at Tls. 1.15 to 2.40; 160 piculs Defective Wire at Tls. 1.75; 100 piculs Galvanised Sheet Iron at Tls. 3.75; 31 kegs Blue Fine Wire at Tls. 5.55 per picul; 200 piculs Sheet Iron at Tls. 3.67½ to 4.00; 100 tons Cart Tyres at Tls. 1.80 to 1.84½; 350 piculs Bar Iron at Tls. 2.30; 450 piculs Plate Cutting at Tls. 1.05 to 1.12½; 100 piculs Old Boiler Plates Tls. 1.60; 100 piculs Bright Wire Ends at Tls. 2.00; 350 piculs Low-moore Bar Iron at Tls. 4.50.

TUESDAY, 31st March.
CLOSING QUOTATIONS.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/2½
Bank Bills, on demand	2/2½
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/2½
Credits, at 4 months' sight	2/2½
Documentary Bills, 4 months' sight	2/3
ON PARIS.—	
Bank Bills, on demand	2.78
Credits, at 4 months' sight	2.83
ON GERMANY.—	
On demand	2.25
ON NEW YORK.—	
Bank Bills, on demand	53½
Credits, 60 days' sight	55
ON BOMBAY.—	
Telegraphic Transfer	183½
Bank, on demand	184
ON CALCUTTA.—	
Telegraphic Transfer	183½
Bank, on demand	184
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	1 % pm.
ON MANILA.—	
On demand	16 % pm.
ON SINGAPORE.—	
On demand	1 % pm.
SOVEREIGNS, Bank's Buying Rate	8.88
GOLD LEAF, 100 fine, per aul	46.75

JOINT STOCK SHARES.

HONGKONG, 31st March.—A fair amount of business has been put through in most stocks, and the market has ruled steady with an upward tendency.

BANKS.—Hongkong and Shanghai have further improved their position with sales at 189, 190, and 191 per cent. prem. cash, and on equivalent rates on time. The latest London quotation is £41 15s.; market closes weaker with settlement shares offering at 190. Nationals have continued in good demand and the rate has risen to \$32, after sales at \$30 and \$31.

MARINE INSURANCES have steadied a bit and, with the exception of small sales of North Chinas and Yangtszes at quotations, we have no business to report. China Traders continue dull at \$78 to \$79 and Straits remain out of favour at \$26.

FIRE INSURANCES continue on the upward bend, the anticipated rise in rates of premia having been arranged by the local and home offices. The increased premium affects Chinese more than foreign risks, but we understand a small rise will be made in the latter. Hongkong, with eager buyers, rose by leaps and bounds to \$335, after small sales at \$325, \$330, and \$335; at time of writing shares are in request at last rate. Chinas after further small sales at \$92 and \$92½ jumped to \$95, at which rate more shares are wanted.

SHIPPING.—Hongkong, Canton, and Macao. The firmness reported in our last continuing, the market gradually rose to \$34, after sales in fair lots at \$33½, \$33½, and \$33½; on time a few shares changed hands at \$35 and \$35½ for June and July and at \$34½ for April 30th; market closes with sellers at \$34. Indo-Chinas.—The weakness reported in our last has continued and small sales have been effected at \$66; at the moment, however, the market appears to have steadied and sellers refuse to accept anything under \$67½. Douglas's have ruled quiet but steady, and we have only small sales to report at \$52. China-Manilas have been the medium of small investments at \$70 cum div. and close steady at \$65 to \$66 ex div. China Mutuals have found buyers in small lots at £9 for Preference and £3 1s. 6d. for Ordinary £5 paid-up.

REFINERIES.—China Sugars appear to have again fallen into disfavour and offers to part at \$127 and \$126 have not induced business. Luzons have also ruled quiet and sellers have ruled the market at \$75 to \$74 cum div. At time of writing shares are obtainable at \$69 ex div. and probably a point lower would bring out shares.

MINING.—The market has ruled firm and rates generally have advanced with fair sales. Punjoms have experienced quite a small boom, shares having changed hands at \$7½, \$7½, \$8, \$8½, and \$8½, market closing steady at last rate. Raubs with the notice of a sixpenny dividend have been in some demand, and sales at \$5, \$5½, and \$5½ have taken place. Jelebus have been negotiated at \$3, and Balmorals at \$2½ and \$3, closing with sellers at the latter rate.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue to be in much favour and rates have again risen with good business—chiefly of an investing nature—to 175 per cent. prem., after sales at 172, 173, and 174 for cash, and at 180, 181, and 182 per cent. prem. for June; the market closes decidedly strong. Another job is expected to come to the Company in the shape of the steamship *Frejr*, which is reported badly ashore on the Tonkin side of the Hainan Straits. Kowloon Wharf Co. shares have ruled neglected and only small sales at \$47½ have taken place. We have small sales at \$39 to report in Wanchais.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have continued to rule quiet and put small transactions at \$73 and \$73½ have been reported; a large deal of some 700 shares is rumoured as having taken place at \$73 or \$72, but lacks actual confirmation. Hotels continue steady with further sales at \$24 and \$24½; a few shares are wanted for June and July at equivalent rates, but sellers do not appear inclined to part for forward dates. West Points have again changed hands at \$18½, closing steady at that rate.

MISCELLANEOUS.—Green Islands continue neglected with small sales and sellers at \$16½. Watsons have found further buyers at \$13, and more could be placed at the rate; shares are

however, obtainable at \$134 without finding buyers. Electrics are on offer at \$7 after small sales at that. Fenwicks, after further sales at \$24, have gradually crept up to \$26, and close steady to firm at that rate. Ices are still enquired for at \$103, but no shares are forthcoming under \$105, at which a few could be obtained. A small lot of Carmichaels have changed hands at \$8 and of Tramways at \$92½. Ropes have changed hands at \$190 and Browns at \$4.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[\$362½, sellers]
Hongkong & Shanghai...	\$125	180 p. ct. prem., =
China & Japan, prf.	£5	nominal
Do. ordinary	£110s.	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$32, sales & sellers
Foun. Shares	£1	\$115, buyers
Bell's Asbestos E. A.	15s.	\$10
Brown & Co., H. G.	\$50	\$4
Campbell, Moore & Co.	\$10	\$5, buyers
Carmichael & Co.	\$20	\$8, sales
China Sugar	\$100	\$12½, sellers
Chinese Loan '86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruickshank & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$3, buyers
Fenwick & Co., Geo.	\$25	\$26, buyers
Green Island Cement	\$10	\$16½, sellers
H. & C. Bakery	\$50	\$36
Hongkong & C. Gas	\$10	\$100, buyers
Hongkong Electric	\$8	\$7.10, sales
H. H. L. Tramways	\$100	\$93, buyers
Hongkong Hotel	\$50	\$24½, sales
Hongkong Ice	\$25	\$103, sales & buyers
H. & K. Wharf & G.	\$50	\$47½, sales
Hongkong Rope	\$50	\$190, sales & sellers
H. & W. Dock	\$125	175 p. c. prem., =
Insurances—		[\$43.75, sales]
Canton	\$50	\$200
China Fire	\$50	9½, sales & buyers
China Traders'	\$25	\$78½, sales & sellers
Hongkong Fire	\$50	\$3½, sales & buyers
North-China	\$25	Tls. 230, sales
Straits	\$20	\$6, sales & sellers
Union	\$25	\$210, sales
Yangtze	\$60	\$145
Land and Building—		
H. Land Investment	\$50	\$73½, sellers
Humphreys Estate	\$10	\$9.75, sales & sellers
Kowloon Land & B.	\$30	\$18, sales
West Point Building	\$40	\$18½, sales & sellers
Luzon Sugar	\$100	\$69, ex div. sellers
Mining—		
Charbonnages	Fcs. 500	\$72½
Jebeu	\$5	\$3, sales
New Balmoral	\$3	\$3, sellers
Punjum	\$4	\$8½, sales & sellers
Do. (Preference)	\$1	\$2.40, sales & buyers
Raults	13s. 10d.	\$5½, sales & sellers
Oliver Freehold	\$1	\$5½, sales
Mines, Ltd.	\$24	\$24
Steamship Coys.—		
China and Manila	\$50	\$65, ex div. sales
China Mutual	\$5	\$3.16, sellers
Do. Pref.	£10	\$8.10
Douglas S. S. Co.	\$50	\$32, sales & sellers
H., Canton and M.	\$15	\$33½, sales
Indo-China S. N.	£10	\$67, sellers
Wanchai Warehouse Co.	\$37½	\$39, sales
Watson & Co., A. S.	\$10	\$13, sales

CHATER & VERNON, Share Brokers.

SHANGHAI, 27th March.—(From Messrs. J. P. Bisset & Co.'s report.)—The market for Hongkong and Shanghai Bank shares has dragged, on account of an apparent delay in the issue of the Imperial Edict authorising the loan. But the Chinese Loan will be placed on the market on the 31st, at £98 per cent. Subscriptions will close on the 1st April. There has been an active market in Shipping and Wharf shares. Banks.—Hongkong and Shanghai Banking Corporation.—Cash shares have changed hands at 188 and 190 per cent. premium. Our latest Hongkong quotation is buyers at 189 per cent. The London rate remains unchanged at £41.10.0. National Bank of China shares were placed at Hongkong at \$27. Shipping.—Indo-China S. N. shares were placed at \$70 from Hongkong, and locally at Tls. 50 to Tls. 50½ cash, Tls. 51 for March, Tls. 51 to Tls. 52 for April, Tls. 51 to Tls. 54 for June, and Tls. 53 and Tls. 54 for July. Cash and time shares are offering at the close. China Mutual S. N. Ordinary shares, with 25 paid up, were purchased from Hongkong at £3.16. Docks.—Shares in Boyd & Co. were sold at Tls. 20. Business was done in S. C. Farham & Co. shares at Tls. 192½ for cash, for March and for April. We quote Tls. 194½ as the closing cash rate. Hongkong and Whampoa

shares were purchased from Hongkong at 171 per cent. premium. Fire Insurance.—Yangtses have been in strong demand, and shares have been placed at \$140 from Hongkong, and locally at \$137½ to 145 for cash, \$142½ for March and \$141 for April. Cantons have been sold at \$200 to \$202, and Straits at \$26½ both locally and from Hongkong, and at \$28½ for April, ex dividend. Fire Insurance.—Hongkongs are wanted at \$315. Chinas have been placed at \$91 locally and at \$92 to Hongkong. There are buyers at the same rate. Wharves.—A number of Shanghai and Hongkew Wharf shares have changed hands at Tls. 115 cash and Tls. 118 for June, and cash shares are wanted. Hongkong and Kowloon shares have been purchased from Hongkong at \$47½. Mining.—Punjum Mining shares were purchased from Hongkong at \$7. Tug and Cargo Boats.—Shanghai Tug Boat shares were sold at Tls. 145 cum dividend, and Taku Tug and lighter shares were purchased at Tls. 103½. Sugars.—Perak Sugar Cultivation shares have been placed for delivery on the 10th April at Tls. 43. China Sugar Refining Co., Ltd. Shares have been in strong demand, and business has been done at \$125 to \$130 cash, and \$136 for June. The market is now quiet, and we quote \$128 as the closing rate. Luzon Sugar Refining Co., Ltd.—Shares have been purchased at \$73 for April, from Hongkong, and at \$74 for May, cum dividend. Lands.—Fully paid up Shanghai Land Investment shares have been placed at Tls. 80, and are wanted. Factories.—Business has been done in:—Ewos at Tls. 70, Internationals at Tls. 73 and Tls. 72½. Lamou-Kung-Mows at Tls. 72½, and Rice Mills at Tls. 32. Ice shares are wanted. Miscellaneous.—Shanghai Waterwork shares have been placed at Tls. 220 ex div., Shanghai-Langkut Tobacco shares at Tls. 325, and Shanghai Horse Bazaar shares at Tls. 62½ and Tls. 65. Hall and Holtz, Ltd.—Shares have been placed at \$38 and \$38½ cum and \$36 ex div. Shares in A. S. Watson & Co. were sold to Hongkong at \$12.80. Loans.—Shanghai Municipal Debentures of 1894 were sold at Tls. 105, and of 1895 at Tls. 101. S. & H. Wharf Debentures were placed at 110. The accrued interest, as usual, was paid in addition by the buyers. Quotations are:—

Hongkong and Shanghai Banking Corporation.—\$362½.
National Bank of China, Ltd.—\$27.
National Bank of China, Ltd. Founders.—\$107.
Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, deferred shares.—£2 per share.
Indo-China Steam N. Co., Ltd.—Tls. 50 per share.
China-Mutual Steam Nav. Co. pref. shares.—Tls. 52½ per share.
China-Mutual Steam Nav. Co. ord. shares.—Tls. £3 1s. 6d. per share.
Hongkong, Canton and Macao Steamboat Co.—\$32½ per share.
Douglas Steamship Co., Ltd.—\$52 per share.
Boyd & Co., Ltd., Founders.—Tls. 300 per share.
Boyd & Co., Limited.—Tls. 200 per share.
S. C. Farham & Co.—Tls. 192½ per share.
Hongkong and Whampoa Dock Co., Ltd.—\$338½ per share.
China Traders' Insurance Co., Ltd.—\$78 per share.
North China Insurance Co., Ltd.—Tls. 225 p. sh.
Union Insurance Society of Canton, Ltd.—\$197 per share.
Yangtze Insur. Assocn., Ltd.—\$115 per share.
Canton Insurance Office, Ltd.—\$202 per share.
Straits Insurance Co., Ltd.—\$28½ per share.
Hongkong Fire Insurance Co., Ltd.—\$31½ per share.
China Fire Insurance Co., Ltd.—\$91 per share.
Shanghai & Hongkew Wharf Co.—Tls. 115 per share.
Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 55 per share.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$47½ per share.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.
Punjum Mining Co., Ltd.—\$7 per share.
Punjum Mining Co., Ltd., pref. shares.—\$2 per share.
Jebeu Mining & Trading Co., Ltd.—\$3 per share.
Raub Australian Gold Min. Co., Ltd.—\$4½ per share.
Shanghai Tugboat Co., Ltd.—Tls. 180 per share.
Taku Tug & Lighter Co., Ltd.—Tls. 103½ per share.
Shanghai Cargo Boat Co.—Tls. 210 per share.
Co-operative Cargo Boat Co.—Tls. 191 per share.

Perak Sugar Cultivation Co., Ltd.—Tls. 42 per share.
China Sugar Refining Co., Ltd.—\$128 per share.
Luzon Sugar Refining Co., Ltd.—\$72 per share.
Shanghai Land Investment Co., Ltd.—Tls. 80 per share.
Hongkong Land Invest. & A. Co., Ltd.—\$73 per share.
Kowloon Land & Building Co., Ltd.—\$15½.
Humphreys Estate and Finance Co., Limited.—\$9½ per share.
Major Brothers, Limited.—Tls. 30 per share.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Man. Co., Ltd.—Tls. 72½.
Laoh-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 72½.
Soy Chee Cotton Spinning Co., Limited.—Tls. 300 per share.
Shanghai Ice Company.—Tls. 130 per share.
Shanghai Gas Co.—Tls. 260 per share.
Shanghai Waterworks Co., Ltd.—Tls. 220 per share.
Shanghai Sumatra Tobacco Co.—Tls. 110 per share.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 325 per share.
Shanghai Langkat Tobacco Co., Ltd., Founders'—Nominal.
Shanghai Horse Bazaar Co., Ltd.—Tls. 65 per share.
J. Llewellyn & Co., Limited.—\$70 per share.
Hall & Holtz, Ltd.—\$38 per share.
A. S. Watson Co., Limited.—\$11½ per share.
Bell's Asbestos Eastern Agency, Ltd.—£1.
Hongkong Electric Co., Ltd.—\$13½ per share.

TONNAGE.

SHANGHAI, 27th March (from Messrs. Wheelock & Co.'s report).—Our freight market homewards is extremely dull and uninteresting, and considering that the northern ports are open again for steamer traffic, it is surprising to note how little cargo is offering for shipment to London and New York, practically nothing in fact, and the only occurrence of importance to shippers during the past few days has been the appearance of opposition to the Conference for both directions. For New York an opposing steamer has called in and cleared, and considering the petty amount of cargo offering for shipment, it is not to be wondered at that she received no support. For London the new Nippon Yusen Kaisha line threatens serious opposition, but with transshipment in Hongkong, and another month of the current Conference year still to run, it is improbable that she will seriously affect Conference steamers' interests just for the present, though it seems likely that a lower scale of rates will exist during the coming season. For London via Suez.—A regular line of service continues to be maintained by the Conference Lines, but there is very little freight offering and departing steamers have little to boast of in the quantity of cargo carried by them. For New York via Suez.—Cargo is exceptionally scarce and prospects of any material improvement during the next few weeks seem somewhat remote. For New York via Cape.—The T. F. Oakes is practically ready to load, but prospects of her receiving much cargo from here are poor, and the rate asked, viz.:—13s., does not seem to be any inducement to shippers, low as it may appear. There is no demand for further chartering, though a convenient vessel is now here open for employment. For New York via Pacific.—There is hardly any sign of life in this direction. Homeward rates are:—London by Conference Lines, general cargo 40s.; waste silk 45s.; tea 50s.; Northern Continental ports, general cargo 42s. 6d.; waste silk 45s.; tea 50s.; New York, general cargo 40s.; tea 40s.; New York via London, general cargo 50s.; tea 50s.; Boston, general cargo 42s. 6d.; Philadelphia, general cargo 5 s. Above rates are subject to a deferred return, as per Conference circular. London by Shell Line, general cargo 40s. less 10 per cent.; Hamburg, general cargo 35s. net; New York, general cargo 50s. less 10 per cent. Havre direct, general cargo 37s. 6d. net; Genoa, tallow 35s. general cargo 40s. net; Marseilles, tallow 35s.; general cargo 37s. 6d. net. 45s. per ton of 20 cwt. for above three ports. New York by sail, 2 s. 6d.; New York by Pacific Lines, little doing. Coast rates are:—Mojito to Shanghai \$1.10 per ton coal; Nagasaki to Shanghai \$1 per ton coal. Disengaged vessels in port.—Benjamin Sewall, American ship, 1,342 tons register; Woolahwa, British barque, 952 tons register.

VESSELS ON THE WERTH.

For LONDON.—Shanghai (str.), Nestor (str.), Formosa (str.), Dardanous (str.), Turbo (str.), Kaiser-i-Hind (str.).
For HAVRE.—Dorothea Rickmers (str.), Kriemhild (str.).
For SAN FRANCISCO.—Doric (str.), Coloma, Queen Elizabeth.

For VICTORIA.—*Tacoma* (str.), *Allmore* (str.).
For NEW YORK.—*T. F. Oakes*, *Tam O'Shanter*,
Glenartney (str.), *Lucy A. Nickels*.
For AUSTRALIA.—*Ocampo* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

March—

ARRIVALS.

25, *Strathallan*, British str., from Hongay.
26, *Choysang*, British str., from Canton.
26, *Kwanglee*, Chinese str., from Canton.
26, *Argyll*, British str., from Saigon.
26, *Kintuck*, British str., from Liverpool.
26, *Benledi*, British str., from Saigon.
26, *Strathnevis*, British str., from Tacoma.
26, *Nanchang*, British str., from Chinkiang.
26, *Iltis*, German g.-bt., from Pakhoi.
26, *Narcissus*, British cruiser, from a cruise.
27, *Altmore*, British str., from Yokohama.
27, *Miike Maru*, Japanese str., from Bombay.
27, *Glenfalloch*, British str., from London.
27, *Tientsin*, British str., from Shanghai.
27, *Amara*, British str., from Shanghai.
27, *Amigo*, German str., from Bangkok.
27, *Catherine Apcar*, Brit. str., from Calcutta.
28, *Haitan*, British str., from Coast Ports.
28, *Bisagno*, Italian str., from Bombay.
28, *Palamed*, British str., from Liverpool.
28, *Keongwai*, British str., from Bangkok.
28, *Afghan*, British str., from Saigon.
28, *Ask*, Danish str., from Pakhoi.
28, *Lucile*, Amr. bark, from Yokohama.
28, *City of Peking*, Amr. str., from S. F. cisco.
28, *Oscarshel*, Norw. str., from Rangoon.
28, *Saghalien*, French str., from Marseilles.
28, *Sabine Rickmers*, Ger. str., from Amoy.
28, *Siam*, British str., from Bangkok.
28, *Smith*, Chinese str., from Pakhoi.
28, *Turbo*, British str., from Singapore.
29, *Chusan*, German str., from Moji.
29, *Doric*, British str., from San Francisco.
29, *Hohenzollern*, German str., from Y'hama.
29, *Telena*, British str., from Moji.
29, *Thales*, British str., from Taiwanfoo.
29, *Tosa Maru*, Japanese str., from Moji.
29, *Zafiro*, British str., from Manila.
29, *Progress*, German str., from Canton.
30, *Brunhilde*, German str., from Bangkok.
30, *Preussen*, German str., from Shanghai.
30, *Peiyang*, German str., from Wuhu.
30, *Satsuma Maru*, Jap. str., from Shanghai.
30, *Sungkiang*, British str., from Manila.
30, *Activ*, Danish str., from Hoihow.
30, *Afridi*, British str., from Saigon.
30, *Chingping*, British str., from Tientsin.
30, *Holstein*, German str., from Saigon.
30, *Kweiyang*, British str., from Tientsin.
30, *Otaru Maru*, Japanese str., from Ujina.
30, *Rohilla*, British str., from Bombay.
31, *Deuteros*, German str., from Saigon.
31, *Ernest Simons*, French str., from Shanghai.
31, *Glenorchy*, British str., from K'chinotzu.
31, *Haitan*, British str., from Swatow.
31, *Phra Nang*, British str., from Bangkok.
31, *Skarpno*, Norw. str., from Bangkok.
31, *Wuotan*, German str., from Saigon.
31, *Cheangchew*, British str., from Singapore.
31, *Hailoong*, British str., from Tamsui.
31, *Kriemhild*, German str., from Kobe.
31, *Tientsin*, British str., from Canton.
31, *Archer*, British cruiser, from Canton.

March—
26, *Canton*, British str., for Yokohama.
26, *Queen Olga*, British str., for New York.
26, *Namoa*, British str., for Coast Ports.
26, *Tritos*, German str., for Hoihow.
26, *Inchdune*, British str., for Bangkok.
26, *Jacob Diederichsen*, Ger. str., for Nagasaki.
26, *Lyeemoon*, German str., for Shanghai.
26, *Mascotte*, British str., for Bangkok.
26, *Rosetta*, British str., for Europe.
26, *Skield*, Norw. str., for Saigon.
27, *Hinsang*, British str., for Saigon.
27, *Energia*, British str., for Shanghai.
27, *Kong Alf*, Norw. str., for Tonron.
27, *Strathallan*, British str., for Canton.
27, *Verona*, British str., for Yokohama.
27, *Choysang*, British str., for Swatow.
27, *Hanoi*, French str., for Haiphong.
27, *Tainan*, British str., for Australia.
28, *Kintuck*, British str., for Shanghai.
28, *Tientsin*, British str., for Canton.
28, *Evandale*, British str., for Kutchinotzu.

28, *Amara*, British str., for Singapore.
28, *Glenfalloch*, British str., for Shanghai.
28, *Kutsang*, British str., for Calcutta.
28, *Kwanglee*, Chinese str., for Shanghai.
28, *Lyderhorn*, Norw. str., for K'notzu.
28, *Pigmy*, British g.-bt., for Canton.
28, *Sultan*, Norw. str., for Bangkok.
28, *Yuensang*, British str., for Manila.
28, *Utrecht*, Dutch str., for Amoy.
29, *Alger*, French ironclad, for Korea.
29, *Australia*, German str., for Takau.
29, *Haitan*, British str., for Swatow.
29, *Phra C. Klao*, British str., for Swatow.
29, *Saghalien*, French str., for Shanghai.
29, *Sishan*, British str., for Swatow.
29, *Smith*, Chinese str., for Shanghai.
30, *Bayard*, French flagship, for Amoy.
30, *Kweiyang*, British str., for Canton.
30, *Miike Maru*, Japanese str., for Kobe.
30, *Palamed*, British str., for Shanghai.
30, *Sabine Rickmers*, German str., for Swatow.
31, *Chusan*, German str., for Canton.
31, *Peiyang*, German str., for Canton.
31, *Progress*, German str., for Saigon.
31, *Ask*, Danish str., for Hoihow.
31, *Chingping*, Chinese str., for Canton.
31, *Telena*, British str., for London.
31, *Thales*, British str., for Swatow.
31, *Tosa Maru*, Jap. str., for Colombo.
31, *Zafiro*, British str., for Manila.
31, *Lutin*, French g.-bt., for Saigon.

PASSENGER LIST.

ARRIVED.

Per *P. C. Klao*, str., from Bangkok.—Count von Wydenbrück, Baron von Achrenthal and Mr. J. Robertson.

Per *Miike Maru*, str., from Bombay for Hongkong—Mr. S. Saraca. For Kobe—Miss F. A. Peace.

Per *Keongwai*, str., from Bangkok, &c.—Mr. D. R. Thomson.

Per *Catherine Apcar*, str., from Calcutta, &c.—Mrs. J. G. Olifent and child, Rev. and Mrs. H. Taylor, Mrs. Gubbay, Misses Gubbay (2), and Scharff, Col. J. Hill, Count Arzeszke, Mrs. Fazil Hussain and child, Messrs. McVijar Smith, J. S. Gubbay, Judah, Mehta, K. Kubata, S. Karoda, and Loo Thye Poo, and 570 Chinese.

Per *Bisagno*, str., from Bombay.—Messrs. Ugo Herwegua, and Giulio Badolo and 178 Chinese from Singapore.

Per *Haitan*, str., from Coast Ports.—Mr. and Mrs. and Miss Frandon, Capt. Radcliffe, Lieut. Power, and Mr. Suidter.

Per *Palamed*, str., from Liverpool for Manila.—Mr. H. W. Hooper. From Singapore for Hongkong.—100 Chinese.

Per *City of Peking*, str., from San Francisco, &c.—Mr. and Mrs. Reed, Mr. E. J. Bates, and Miss M. Sutherland.

Per *Tosa Maru*, str., from Moji—Mr. T. Okochi, Capt. J. Nire.

Per *Zafiro*, str., from Manila.—Messrs. A. V. Apcar, F. Casadement, and P. Tucker.

Per *Thales*, str., from Taiwanfoo, &c.—Lieut. Merricke, Messrs. Merel and Takasaki.

Per *Doric*, str., from San Francisco, &c.—Mr. and Mrs. Dick, Messrs. G. Stafford Northcote, J. Anderson, E. R. Hunt, Y. Kiyeoka, J. C. Oswald, and C. Anderson, Misses S. James and K. Burns.

Per *Hohenzollern*, str., from Japan—Lieut. J. W. James and family, Miss Ella Tuck, Messrs. Ph. Meyerdirks, Neubert, M. Ferguson, A. Brown, J. A. Gillam, Mrs. Harrison, Professor Dr. Arnett, Messrs. O. Rosing and Fr. Thiel, Capt. Gentard, Mr. Handelsmann, Mr. and Miss Emary, Mr. R. Hamson.

Per *Saghalien*, str., for Hongkong from Marseilles—Mr. and Mrs. Vidal and daughter, Messrs. R. Levy, Milhe, Cassiguera, and Matras. From Colombo—Mr. and Mrs. Creswell, Mr. and Mrs. Marcel, Mr. and Mrs. Holme, Mr. and Mrs. Scott. From Singapore—Mr. and Mrs. Lingard Monk, Mrs. Livingstone, Messrs. A. Pennell and Woodward, Miss Garrett. From Saigon—Messrs. Jaskin Bell, Lye Thion, Hong Ku Tong, and A. Fair. For Shanghai from Marseilles—Mrs. Vassilliera, Messrs. Karbe, Iuthod, and Tyler. From Echmabay—Mr. Dehon. From Singapore—Mr. J. Hicks, Misses Ohtschi and Ohynki. From Saigon—Mr. and Mrs. Handley, Messrs.

Revel and Meslet. For Kobe from Singapore—Mr. and Mrs. Beale, Messrs. Nakagawa, and Shibuya. For Yokohama from Marseilles—Consul and Mrs. V. de Bondy and 3 children, Count Anenokosi, Messrs. V. Straub, Anceaux, Bramwell, Foxwell, Leverger-Turo, Gontharet, P. Blum, E. Blum, Tamaoti, and Kasahara Mituoki. From Port Said—Messrs. Foravanti and Caillot. From Bombay—Mrs. Hyde and daughter. From Batavia—Mr. and Mrs. Stone, Messrs. C. W. Banks, Hardcastle, and Foret.

Per *Preussen*, str., from Shanghai—Messrs. G. A. Melchers and family, John Lambert, St. Wilkinson, Hans Schroeter, W. Schattschneider, Ad. steiner, Henry Valentine, Tindall, Arthur Boyd, Th. Aikinson, H. Bryde, C. Thuran, P. Nielsen and family, F. R. Henneberg, Th. Kopke, M. F. Davidsen, and Ferd. Bornemann. Per *Satsuma Maru*, str., from Shanghai—Mrs. Frigast.

Per *Ernest Simons*, str., for Hongkong from Shanghai—Mr. and Mrs. Ritchie and infant, Messrs. Berigny, Martos, and A. Brinsh. From Yokohama—Messrs. Sharp and Rolin. For Singapore from Shanghai—Dr. Horsey, Messrs. Bowes and David Brann, Mr. and Miss Ebenvein. For Port Said from Shanghai—H. E. Li Hung-chang (Ambassador), Lord Li, Messrs. Li King Tse, Lo Fong Loh, Von Grot, Se Mie, Faksama, Lien Yien, Lien Fang, Thue-ho, King Sientao, Wang Tai, Dr. Irwing, Revs. Ehrard Strohl and F. Betta. From Kobe—Mrs. de Tritiacoff. For Marseilles from Shanghai—Revs. Thimsty Richard and A. Shorroek, Misses K. B. Bean and Lena Ofth, Mrs. Le and 2 children, Messrs. Repichet Pierr, J. Munter, C. T. Munter, and Armin Juillerat. From Yokohama—Mr. and Mrs. Ure, Mrs. Revon and 2 children, Messrs. Munter, Careme, and Tsuyu Ki. From Kobe—Dr. Marnas. For Bombay from Shanghai—Mr. Yokobotake.

Per *Glenorchy*, str., from Kutchinotzu—Miss Chambers.

DEPARTED.

Per *Rosetta*, str., from Hongkong for Singapore—Mr. H. Beckey. For Bombay—Mr. Ruttunjee. For Brindisi—Surg.-Col. A. F. Preston, Messrs. F. S. Hardenbrook and Reddick. For London—Lieut. Daniel Dow, R.N.R., Mr. and Mrs. C. Williams, Miss J. Cant, Mrs. J. King, Miss H. Davies, Mrs. Buckland and three children, Messrs. R. G. S. Buckland and H. Grayson. From Shanghai for Singapore—Mr. J. Kirby. For Brindisi—Mr. and Mrs. A. Wright and three children. For London—Mr. and Mrs. Burgess, Mr. and Mrs. V. Rennis, Mr. and Mrs. C. Binks and child, Messrs. H. W. Frost and Bjorkebann. From Yokohama for Brindisi—Messrs. J. H. Hayes, P. Thorpe, F. B. Peabody, and A. S. Peabody, Miss E. Thorpe, Miss F. Tunncliffe. For London—Capt. and Mrs. Pender and child.

Per *Namoa*, str., for Foochow—Dr. Rigg.

Per *Canton*, str., for Shanghai from Hongkong—Count Wydenbrück, Captain Baron F. d'Achrenthal, and Mr. Tong Ne Ku. From London—Mr. Muir, Capt. and Mrs. Lowe, Mrs. Rodgers, Mr. and Mrs. Caldbeck. For Yokohama from London—Mr. W. G. Grant.

Per *Tainan*, str., from Yokohama for Melbourne—Mr. and Mrs. Hyman. From Kobe for Sydney—Mr. H. W. Bell. From Hongkong for Port Darwin—Mr. W. de Muller. For Sydney—Mr. and Mrs. Santa Maria. For Melbourne—Mrs. and Miss Jamieson, Mr. Young.

Per *Verona*, str., from Hongkong for Nagasaki—Mrs. Carmichael, Miss Barrett, and Miss Etoko. For Kobe—Dr. and Mrs. G. O. Taylor, Messrs. L. M. Wynch, J. Proctor, and Ogawa. For Yokohama—Mrs. Butterfield, Miss Nicholls, Messrs. Lawson and F. W. Hammond, R.N. For Yokohama from London—Misses Hogg (2), Messrs. Blathwayt, E. Ward, C. Curtis, J. C. Taylor, Sturrock, Miss Miller, Col. Townsend, and Lord Dormer. From Port Said—Rev. and Mrs. Fairweather. From Bombay—Major J. H. Campbell. From Colombo—Mr. and Mrs. Woodd. From Calcutta—Mr. and Mrs. Ewing, Mr., Mrs., and Miss Shenstone. From Singapore—Capt. and Mrs. Bayley.

Per *Saghalien*, str., from Hongkong for Shanghai—Messrs. W. G. Gordon, A. P. MacEwen, E. Eavie, J. Butch, D. Chafconloff, V. Lidstorm, Rev. and Mrs. J. Hudson Taylor. For Kobe—Mr. Da Costa. For Yokohama—Messrs. J. H. Thomson, J. Luna, G. O'Farrell, and T. Dornenbrug.